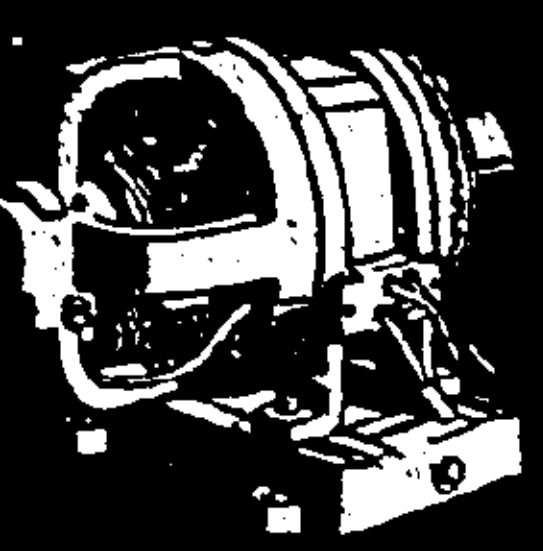


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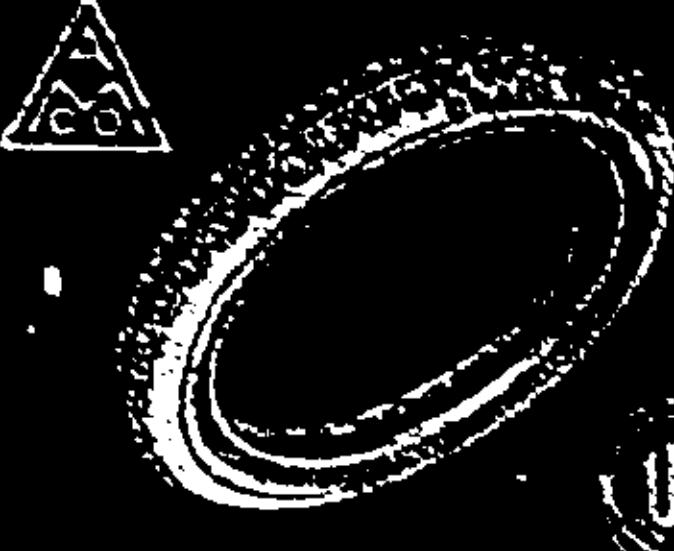
The Hongkong Telegraph.

(ESTABLISHED 1881.)

68979 三拜禮 號九廿月十亥港香 WEDNESDAY, OCTOBER 29, 1919. 日六月九

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TO-DAY'S CHINESE TELEGRAMS.

FOREIGN VISITORS.

Peking, October 29.
An American Senator and the President of the House of Peers in Japan have arrived. Both visited Parliament on the 27th, and were cordially welcomed by the M.P.'s.

THE SOUTHERN DELEGATE.

Peking, October 29.
A report from Shanghai says that Tang Shao-ye, owing to the receipt of many telegrams from the South persuading him to remain as chief delegate of the South, has shown an inclination to cancel his resignation.

THE PREMIERSHIP.

Shanghai, October 29.
An official communication from the President has been submitted to Parliament requesting concurrence in the appointment of Kan Wan-pung as Premier instead of Acting Premier.

SHORTAGE OF SILVER.

Shanghai, October 29.
Owing to a large amount of silver coins recently being exchanged by foreigners from gold, the silver circulation in Tientsin and Peking has become alarmingly short.

JAPAN AND CHINA.

Shanghai, October 29.
In an entertainment given to the M. P.'s the Premier said that if China and Japan would understand the real meaning of close friendship, the Tientsin question would be settled by direct negotiation.

SECRET AGREEMENTS.

Shanghai, October 29.
The Premier has wired to the South-Western provincial authorities stating that the secret agreements between China and Japan have all been disclosed, and he will guarantee that no secret agreements will be made in future with any foreign Power.

SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

F. M. S. NEWS.

A EUROPEAN DROWNED.

Singapore, October 28.
A meeting of the F.M.S. Chamber of Mines at Ipoh passed a resolution pressing for the appointment without delay of a Rivers Branch of the P. W. D.
Mr. W. Rankin, Manager of Gedong Estate, Perak, was drowned while returning in a sampan from the Basset Estate.
Five persons were burnt to death in a house in Cannon Street, Penang.

SHANGHAI GAMBLING EVIL.

Shanghai, October 28.
The Chinese Police made an attempt to enter The Wheel, but were denied admission, not having the Consular chop. Chinese officials are now taking up the possibility of closing The Wheel through the Bureau of Foreign Affairs and the Consular Body. Meanwhile a close check is kept on entering gamblers.

SHANGHAI'S EXCHANGE RECORD.

Shanghai, October 28.
Exchange has reached its highest point in history. Business has been done with London at 6s. 9 1/4d, and with America at 143.

NEW SOLICITORS.

TWO ENROLLED TO-DAY.

In the Supreme Court, this morning, Sir William Rees Davies, K.C., Chief Justice, sitting, the Attorney General, the Hon. Mr. H. E. Pollock, K.C., moved that Mr. E. B. Potter and Mr. G. G. N. Tinson be enrolled and admitted to practice as solicitors in the Courts of Hongkong.
The Attorney General said that Mr. Potter was educated at Cheltenham and was admitted as a solicitor in England in June, 1905. He had been appointed Assistant Clerk and Solicitor to the Finchley Urban Council and had now entered into an arrangement with Mr. H. J. Gedge and Mr. C. A. Hooper to join them as managing clerk. All the necessary formalities had been complied with.
His Lordship granted the application.

In the case of Mr. Tinson, the Attorney General said that the applicant was educated at Cheltenham and was admitted as a solicitor in England in December, 1912. In September, 1914, Mr. Tinson joined his Majesty's Forces and served at Gallipoli until 1915. From thence he was sent to Egypt, after the evacuation of Gallipoli by the British forces, where he served until 1916. From Egypt he was sent to Mesopotamia, where he served until 1919. He had been decorated with the Military Cross and had been specially mentioned in despatches in 1919. He was joining the same firm as Mr. Potter as managing clerk.
His Lordship granted the application.

CONFERENCE OF CHAMBERS OF COMMERCE.

OUTLINE OF ARRANGEMENTS.

Preparations for the Conference of the British Chambers of Commerce in China to be held at Shanghai, at the opening of which H. M. Minister, Sir John Jordan, will be present, are now well advanced. A draft agenda has been submitted to all the Chambers and, subject to their approval, arrangements will be as follows:—The Conference will be under the Chairmanship of Mr. H. A. J. Macray, of Messrs. Dodwell and Co., Ltd., who will then be acting Chairman of the Shanghai Chamber of Commerce.

At the conclusion of the first session, which will open at 10 a.m. on Wednesday, November 5, and be occupied with resolutions of a formal and general character, the Chairman will move that the Conference goes into Committee; that Mr. H. H. Fox, C.M.G., H. M. Commercial Counsellor of Legation, preside, and that meetings be open to all members of the Chambers represented, but that discussion be limited to the representatives, and to the Committee and Sub-Committees of the Shanghai Chamber.

With the afternoon session, timed according to the present programme to begin at 2.30, the Conference will begin the discussion of resolutions vital to British interests in the Far East, to be moved by Hongkong, Tientsin, Peking, and Shanghai, and seconded by others. This part of the agenda will occupy three sessions, Wednesday 2.30 p.m. to 5 p.m. and Thursday 9.30 a.m. to 12.30 p.m.; 2.30 p.m. to 5 p.m.

On Friday, November 7th, Mr. Fox, as Chairman of the Conference in Committee, will report the results of the discussions to the Chairman of the Conference and any member of the Shanghai Chamber of Commerce and of the Chambers represented would be at liberty to put questions.

Question time over, the Chairman of the Conference will move a resolution embodying such opinions as the Conference may want transmitted to H. M. Government, and on Friday or Saturday evening Sir John Jordan and other distinguished visitors and representatives will be the guests of the Committee of the Shanghai Chamber of Commerce at dinner.

OUR PEKING LETTER.

(From Our Own Correspondent.)

Peking, Oct. 18th.

The internal settlement is somewhat obscured by the events of the week. Most sensational of all is the threatened resumption of hostilities in Hunan between Northern and Southern troops. Reports to-day indicate that an actual conflict has taken place, but considered opinion reflects the view that the rupture is more actual than real and that the movement is designed to have the unpopular Chang Chin-yao replaced by Wu Pei-fu. The former's record as Tuchun is distinctly bad. In fact, it could not very well be worse. Perhaps the most striking comment which had been written upon him and the troops supposed to be under his command, is that the memory of the Southern soldiers at Changsha would be ineffaceable were it not for the subsequent appearance of the Northern hordes. Wu Pei-fu, a Lieutenant of Tsao Kun of Chihli, is a much more enlightened individual. It was his stand that, perhaps as much as anything else, forced the cessation of fighting between North and South and it is suspected that his influence has not been entirely wanting in bringing about the present coup. To-day in Peking it is believed that General Chang Chin-yao will be driven out and that General Wu Pei-fu will succeed him to the great joy of the inhabitants of that distracted Province. Though belonging to the Northern Army his sympathies are not withheld from the South and his appointment will not be displeasing to the Southern politicians.

No province in China is in a worse plight than Hunan, especially the portion under control of the Southern troops. Not having any revenue from Headquarters to support them, they live upon the country and batter upon the unfortunate people. Two days ago I was informed that the farmers in that district had been forced to pay land tax up to the thirteenth year of Ming Kuo—that is up to 1924. It is little wonder then that the farmers should be unable to cultivate their lands and that the people should be starving. One Chinese with whom I discussed the situation dramatically turned his eyes heavenward and said that he prayed heaven to save their country.

Wang I-tang, who staked his reputation when he accepted the position of Chief Northern delegate to the Shanghai Conference has evidently not acted so rashly after all. At the time he proceeded Shanghaiwards it was asserted that if any man could make peace it was he because he was vested with plenary power from the President and from the Anfu Club. The report that he has intimated to Tang Shao-ye that he has received copies of the secret treaties and loan agreements suggests that the Anfu party have suffered another reverse. It is true that the treaties have already been published, with perhaps certain exceptions, but the loan agreements have not been given any other publicity than the reports appearing in the English papers. If Wang be in a position to meet the Southern demands for complete disclosure of these documents it would appear as if the President had scored a distinct triumph. In this meeting Southern demands, the Northern delegate is placed in an immeasurably stronger position, and if the desire for peace be genuine the settlement should consequently be brought much nearer.

For ways that are dark the Anfu Club may take the place of the heathen Chinese. The present acting Premier Chin Yung-peng is not at all to their liking. He is too independent. For that reason his removal is desired. To encompass this object the Anfuists have let it be known that they are willing to withdraw their

former objection to Chow Shu-mu, the President's nominee for the Premiership. The trick, however, seems too obvious to succeed.

For several weeks now troops belonging to the Seventeenth Division, which is under the command of General Tuan Chih-kwei, have been encamped in front of the Tien An Men ostensibly for the purpose of keeping order. Apparently the non-payment of troops has led to a feeling of general uneasiness which was dispelled by the disbursements made before the Mid Autumn Festival. These disbursements have not been very general. Stories are just beginning to leak out as to recent happenings. Four weeks ago, according to my information, there was a mutiny at Tungchow, which was suppressed. This was kept quiet, as well as the somewhat amusing report that General Ting, director of the Peking-Suiyuan Railway, on the occasion of a visit to the barracks at Nanyuan, outside the city, was held as a hostage until the soldiers received their pay. The only troops that are paid promptly are those under the command of Little Hsu. Apparently the old War Participation Bureau is still in funds.

The Government is still apprehensive regarding the 2,000 Cossacks which Semenoff brought in to Manchuria a few weeks ago. Orders were issued from Peking that they should be disbanded, but presumably Chang Tso-lin is afraid of further complications with the Japanese, who are suspected of supporting Semenoff, for he has not yet carried out his instructions and the Cossacks are reported to be moving towards Vladivostok. Semenoff is a very uncertain quantity, and if ever order be restored in Russia he may have an uncomfortable time explaining his past.

Czech-Slovaks, Greeks and Siamese are asking that in the treaties which they hope to arrange with China that the privilege of extra territoriality will be conceded, but the Peking

Government declines to enter into any such arrangement. China wishes all new treaties to be based on reciprocity. It is argued by some that China in refusing to concede extra-territoriality to these nations is treating them rather hardly inasmuch as they will be placed upon an equality with the former enemies of China who have been deprived of this privilege which they formerly held. But reciprocity involves greater freedom and greater trading facilities than are enjoyed by the nationals of treaty Powers, and if a suitable commercial code is prepared there should be no reason why in time extra-territoriality should not be abolished provided China can show as Siam is doing that she is competent to administer the criminal code in a manner which will be acceptable to foreigners. It would appear as if Siam is in a most illogical position. Two Powers have renounced extra-territoriality in that country, but yet Siam wishes to have extra-territorial privileges in China.

On Tuesday the building which formerly housed Dr. Morrison's library was consecrated as a Masonic Temple by Worshipful Brother Hykes in the presence of a large number of Freemasons and of the public, the ceremony being an open one.

Messrs. Ho Fook, Chan Kai Ming and party are guests in the Hotel des Wagons Lits. They are meeting many friends.

Peking is very much interested in the commercial aeroplanes which are expected here very soon. Two of the six Handley Page machines ordered by the Ministry of Communications are at Shanghai awaiting transportation, and it is hoped that they will make their initial flights in Peking some time next month.

General Yang I-teh, in command of the police in Tientsin, is having a worrying time by reason of the activities of the students. He has proclaimed

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day, was 4s. 6 3/4d.

THE WEATHER.

Forecast:—fine. Barometer—29.93. Temperature 2 p.m.—76. Humidity 2 p.m.—57.

DON'T FORGET.

TO-DAY.

Theatre Royal—Vanity Fair: Fourth Edition—9.15 p.m.

Coronet Theatre—5.15 and 9.15 p.m.

TO-MORROW.

Coronet Theatre—5.15 and 9.15 p.m.

Victoria Theatre—9.15 p.m.

martial law in order to deal with them and this has roused their ire to such an extent that they have gone on strike and refuse to attend classes until he is removed. To make his position more unpleasant the civil governor of Chihli has disapproved of the proclamation of martial law. At present there is a movement to make Wu Ping-hsan, who is in command of the Peking police, vice-Minister of Interior and acting Minister, replacing Chu Shen, the Minister of Justice, who is acting concurrently as Minister of Interior. Should Chu Shen be relieved of this office, it means that Yang I-teh will be relieved of his. Peking students are still quiet.

The new Peking Hotel is nearly ready. It is a huge place. The permanent musicians engaged by the Hotel have arrived and tonight an opening dance is being given. This is bound to affect the popular Saturday night dancing in the Hotel des Wagons Lits, but no doubt there will be room for both in time.



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ABOUT MARRIAGE.

WHY NOT ENQUIRE
BEFOREHAND?

It should be compulsory for every married man to wear a wedding ring, said Miss Damer Dawson, chief of the women police, to a *Daily Chronicle* representative recently.

Miss Damer Dawson is in full agreement with Mr. Cecil Chapman's suggestion that every marriage should be preceded by a court of inquiry.

A court of inquiry before marriage would be a great help. Once a man or woman has produced satisfactory evidence of fitness for marriage, however, I do not think the arrangements for the ceremony should be made more difficult. In fact, they ought to be little easier.

"I know cases of men who are anxious to marry women with whom they have lived, but it is not always easy for them to fulfil the conditions of residence demanded, and the cost of a special licence or a heavy railway fare to the girl's home is beyond them."

"Divorce should also be made easier."

"Mr. Chapman talks of the many honourable men who have committed bigamy with high motives. Well, there is an even greater number of honourable women who commit bigamy."

"Think of the position of a woman who is married to a man who leads a persistently immoral life. She cannot divorce him unless he is also guilty of cruelty or desertion. If she meets another man who wishes to marry her she accepts and goes with him to Canada or the United States in the hope that in a new country she will be able to forget her past unhappy life."

"It is a little late in the day to talk of prevention of bigamous marriages with overseas soldiers. I believe that where these wives go out to the Dominions and it is discovered that the man is already married the woman is sent home to England, as is only fitting."

"But, of course, bigamy is a problem of peace as much as it was of war. If it is to be prevented in future there should be some preliminary inquiries before marriage. It is difficult for a woman to conceal her marriage, for on every kind of legal document, and in making application for work, she has to state whether she is married, a widow, or spinster. A man is under no such obligation."

"I think that parents are very lax in making inquiries," Miss Damer Dawson added. "Years ago a father made it his business to inquire into the circumstances

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To a representative of the *Daily Chronicle* Mr. Hinton said:—"People commonly base their pleas for the extermination of rats on the loss caused by them to our food supplies, and obvious that loss represents an annual value of many millions of pounds sterling."

"But the loss of food is comparatively of little moment; the consideration of overwhelming importance is the danger involved to human life. Take this tremendous fact: rats have killed 12,000,000 people in India since 1900."

"The matter does not end with the heavy mortality caused by plague in India and other countries (and, mind, another Plague of London, which was undoubtedly the work of rats and mice, might occur at any time)."

"It may now publicly be stated," continued Mr. Hinton, "that rats were responsible for the trench fever from which our soldiers suffered. Rats are probably responsible also—proof is not yet forthcoming—for the spread of influenza."

"Rats and mice are the principal agents in the dissemination of trichinosis; they are also under conviction as regards foot-and-mouth disease, swine fever, and dysentery."

"Are you satisfied with the measures that we are taking against the rat?"

"By no means," replied Mr. Hinton. "Just as the public mind misstates the main mischief as a food loss, so it misstates the remedy as destruction. It is imperatively necessary to employ rat-catchers, and to take all other available steps, for reducing the rat population. But don't imagine that the remedy is destruction; the remedy is prevention."

"In all countries and ages crusades of destruction have been carried through, but they never have produced and never can realise more than partial and temporary results. The rat's enormous reproductive powers defy man's most strenuous destructive efforts."

"At the age of eight weeks a rat may have young, and there is nothing uncommon in ten at a litter and six litters in a year. In the long run the numbers of rats are determined by the amount of available food and shelter."

"The nation must take systematic measures to restrict the available food and shelter. Granaries, barns, restaurants, and all other food stores must be made absolutely rat-proof, refuse must be systematically destroyed, drains must be protected, ships must be fumigated, and adequate measures must be taken in the case of railways, docks and quays."

"Rucker has stated that a pair of rats are theoretically capable of producing in five years 940,369,960,152 rats. And a London authority is said to have been destroying vermin at a cost of 1s. 8/4d. per rat!"

DRESS IN BULRUSHES.

Burkarest.—So scarce is cloth in Rumania and so high the price that children of the poor are being clad in dresses of reeds and bulrushes and aprons of straw.

NOTICES.

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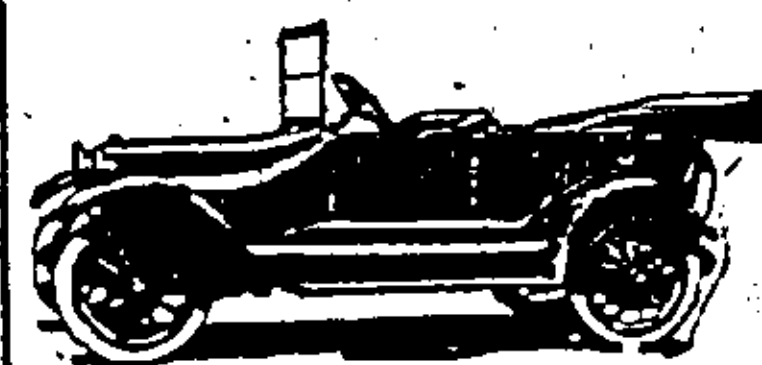
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The Hongkong Telegraph

HONGKONG, WEDNESDAY, OCTOBER 29, 1919.

ON MATTERS RELIGIOUS.

Matters religious are not very often discussed editorially by daily newspapers, and perhaps it is just as well, though there does arise now and again cause justifying an everyday opinion being expressed. Religion, after all said and done, is not a matter of creed or dogma that of necessity needs a Church for its propagation; it is a matter of individual faith. A Christian is one whose religion leads him to believe in the God revealed through Christ, but an agnostic or even an atheist may have a religion—the religion of the service of man. One can scarcely conceive of a man being totally without a religion of any sort, and so a discussion of the question affects all men. For the majority of our readers we take it that the matter that counts most is the sufficiency or insufficiency of the Christian faith, not only as canonised in the Thirty-nine Articles of the English Church, but as expressed by the various schools of belief that have sprung from out the same foundation as that on which all Christianity is built. Historically, Christianity is the newest of the world's greatest religions, but it is the one that concerns all the more civilised countries of the world. Curiously enough, too, it does perhaps contain within itself more controversy than any other religion—controversy on points which as compared to the fundamentals of the faith are little, but which, nevertheless, cause big rifts among Christian people. There have been many attempts made to reconcile the various sections and it is because the Church of England has promised a new examination of all the questions involved that we now refer to them.

A world conference of Bishops of the Anglican Communion is due to take place next year, the last being held in 1908, and not only the great problems arising out of the war but many others are being placed on the agenda for consideration. The most prominent place is given to the important question of the relation of the Anglican Church to other Churches and this is a natural view of the growing desire for unity. The great body of non-conformists at Home have taken a definite stand on matters of principle, and it is extremely doubtful whether the Conference will achieve much in the way of a closer unity than there already is. But what we are more interested in is the proposed consideration of the Christian faith in relation to spiritualism, Christian Science and Theosophy, for here there is room for a great revision of attitude. We are not going to discuss the merits—although one can hardly call them "merits"—of these particular three break-aways from the orthodox Christian faith, but the fact that they are based on Christianity should give everyone cause to think and examine before they are ruthlessly flung aside as pernicious. The Spiritualists have scriptural authority for their beliefs, the Christian Scientists conform strictly to Bible teaching, as do also the Theosophists—in fact it all boils down to a question of interpretation. But seeing the very large number of followers, some of them very prominent people of the world, that these offshoots of orthodoxy have, and also the great masses of evidence on which they base their faiths, it is quite time that the great Church of England gave thoughtful and official attention to them. Whether an open mind can be brought to bear by the forthcoming assembly of Bishops is another matter, but it is to be hoped that such will be evidenced.

A consideration is also promised of the problems of marriage and sexual morality, of Christianity and International relations, especially the League of Nations; and of the opportunity and duty of the Church in regard to industrial and social problems. This last-named question ought to be productive of a great deal of operative sympathy with the struggles of the lower classes. During the war there can be no doubt that in the main it signally failed to interpret the wave of emotional fervour we all called "patriotism" and, in popular phrase, it has to get busy in putting itself to rights. In relation to the problem of marriage, it needs to revise its attitude. It has conceded the point of the deceased wife's sister, it has enlarged its view of re-marriage after divorce, and it has to relax its severity in the case of unmarrieds, though few ask for an undue loosening. Certain it is that next year's conference could be made one of outstanding value and usefulness, if it can only be brought about that those comprising it will, for the moment, forget their denominational narrownesses and look upon the solving of all human questions as being within the greater embrace of the Christian faith—the finest yet conceived by man.

NOTES & COMMENTS.

SHANGHAI BUSINESS CONFERENCE.

A suggestion of ours, which we have advocated for many years, is coming to fruition in the assembling of a conference of British Chambers of Commerce at Shanghai in the near future. In the past, interchange of ideas between Chambers in the Far East has been through the medium of the post and cable services—a very unsatisfactory method when really big issues are involved. The war has awakened up British business men in this part of the world, and not before time, either. Thus it comes about that this altogether new step is being taken to consolidate British trade interests in the Orient. At a gathering such as is to be held in Shanghai, the leading men of commerce will be able to meet and discuss in detail matters of deep concern to them collectively and therefore to British influence throughout the Orient. Such representations as are made to the Imperial Government on matters coming within this category will necessarily carry all the greater weight when coming from a combined body than from individual Chambers. On such questions as the currency of China, which has long been a stumbling block to trade, it may be that no immediate good will come from resolutions passed by such a conference, but it is well that an assembly of this type should put on record its views on the subject.

IMPORTANT SUBJECTS.

What we are glad to see is that resolutions are to be brought forward on such matters as aids to navigation in China and uniformity of typhoon signals, as well as regarding ship signals, in the interests of shipping, in which commerce is altogether wrapped up, it is time these matters were put upon a satisfactory basis. Effort after effort has been made to secure agreement on typhoon signal codes, but without success. The failure to evolve a uniform scheme has been attributed to professional jealousy, so far as Observatory officials are concerned. Well, such a momentous issue ought never to be left to the whims and caprices of individuals who think they possess a monopoly of wisdom. In any event, it is probably quite immaterial as to which set of signals is used; the main thing is uniformity. What Observatory officials have failed to solve, men of business may be able to deal with in such a manner as to bring order out of chaos. Let us hope so, at any rate. Consular representation at the Conference is a wise step, because it may bring the Foreign Office into more live contact with business. May be our business men will tell the Consular folk a little of what they think of them—a few home truths will do no harm. Anyhow, it is something gained that at last there is to be some real effort made at co-operation by British traders in the East. The movement, once begun, will grow in importance and value. Its possibilities are immense.

LOCAL BOXING.

Boxing enthusiasts are keenly looking forward to a bright and busy season locally. There is still some good material in Hongkong, even though some of our best men have left the Colony, and it is certain that the Wiltshire Regiment and the new Naval Squadron will contain a good few capable fighters, so that things look rosy for the future. Our old friend Iron Bux is on the warpath again and says he wants to meet Sky Kerrison, who is more than anxious to accommodate him if he will make the trip from Manila. Both these men are very well-known to ringsters in Hongkong. Kerrison is looking particularly fit and is as keen as mustard for the fray. Bux, a lad of whom Hongkong need not be ashamed, has done some good things since he left the Colony, and he must have gained tremendously in experience by his numerous fights in Manila, where boxing is of an admittedly high standard. If this fight could be fixed up it would prove a big draw, and we should probably see a very stiff tussle. Good, clean fighting is what Hongkong sportsmen like, and it is certain that a warm welcome will be given to Kerrison on his return to the ring after being on service for his King and Country.

THE GENIAL G. B. S.

London.—Mr. George Bernard Shaw does not mellow with age. An autograph collector who wrote to G. B. S. was advised to set fire to his collection and then sit on the top.

DAY BY DAY.

GOOD ACTIONS ARE THE INVISIBLE HINGES OF THE DOORS OF HEAVEN.—Victor Hugo.

Yesterday's health return shows one fatal case of cholera, the victim being a Chinese.

The s.s. Tak Sang yesterday brought 34 Chinese and 3 Japanese members of the crew of the s.s. Tai Wan Maru, which was wrecked on Hainan Island.

Mr. and Mrs. John Johnstone who returned to Shanghai by the Empress of Russia, will, says the N.C.D.N., remain in Shanghai until after the forthcoming conference of British Chambers of Commerce.

The accountant of a shop in Queen's Road Central reports that on the 24th inst. at 8.30 a.m., he entrusted a man with \$8,000, in French notes, to be taken to Haiphong, on the s.s. Hanol. The man has disappeared.

In connection with St. Andrew's Ball, practice dances are to be held in the City Hall from 5 to 7 p.m., on Tuesdays, 11th, 18th and 25th November. Dancing shoes must be worn by all dancers and it is requested by the Committee that no children be brought on these occasions.

By the Empress of Russia there leave Sir Ellis Kadoorie, who is going to Shanghai for the races, the Hon. Mr. S. H. Dodwell, who is one of the delegates to the Conference of British Chambers of Commerce in China which will be held in Shanghai on November 5th, 6th and 7th, and Mr. A. S. Gubbay, assistant manager of Messrs. E. D. Sassoon Co., Ltd.

A Chinese was to-day charged before Mr. R. O. Hutchison with unlawful possession of 332½ taels of prepared opium. Defendant, said that one of the passengers on board a steamer had come to him and asked him to look after it and he would give him some money. Inspector Widdington stated that he boarded the junk at midnight, and found the opium concealed under some planks. Mr. Hutchison fined the man \$5,000, with the alternative of six months' hard labour.

A master of trading junk reports that on the 27th at 1 p.m. whilst his junk was sailing in Miss Bay en route for Hongkong another junk hailed, and told them to drop sail and stop. He did not take any notice, and immediately they were fired upon. He then stopped his junk, whilst the other junk came alongside. Twelve men came on board, some armed with revolvers, and others with knives. They drove him and his foks into the hold, and stole some white flowered pottery, valued at \$350.

We are informed by His Lordship Bishop Pozzoni that the Reverend Fathers Paul Lee and Anthony Liu will celebrate their sacerdotal silver jubilee on the 1st November. The Rev. Paul Lee will sing the Mass at 7.30 a.m. at the Rosary Church, Kowloon, assisted by the Very Rev. Father de Maria, with Messrs. Francisco Tse and Peter Lee acting as "ministri familiares," and the Rev. Anthony Liu at the Cathedral of the Immaculate Conception, also at 7.30 a.m. assisted by the Rev. Andrew Leong, with Messrs. Simon Tse Yan and Choa Po Sien acting as "ministri familiares."

Two Chinese were to-day before Mr. R. O. Hutchison, one charged with stealing an overcoat and a blanket from his own father, whilst the other was charged with receiving it. The first defendant said that he took a tea shop \$4, so he took the things to the second defendant and sold them to him. The second defendant said that he had known the things were stolen he would not have taken them. Mr. Hutchison asked the father if he wanted his son to be sent to gaol. The father answered, "I want to send him to gaol, but his mother cried all last night, so I think you had better caution him." Mr. Hutchison cautioned defendants and they were discharged.

CORRESPONDENCE.

[To the Editor of the "Hongkong Telegraph"]

WAR-STRICKEN FRANCE.

Sir,—May 1, is spite of my previous long-windedness on the subject of the war-devastated villages of France—for which I apologise—be allowed further space in your generous columns to reply to "Ajax?" I think your contributor can have but a vague idea of the appalling condition of things in Northern France, far worse than that in any of the other Allied countries. After all, the Huns intended to annex Belgium, and the same may be said of Serbia by the Bulgars, so that in those countries the resumption of life is possible. But the German intended to destroy France and to make the future resumption of industry and agriculture impossible. For instance, over 20,000 large pieces of machinery have been carried off in one district of France alone, while thousands of fruit trees have been cut down and killed in other places. There are practically no houses or complete buildings of any sort left standing anywhere. Experts say that the soil has been rendered nearly unworkable and unfruitful for years to come.

England, although so badly hit, has, after America, suffered less than any of the other Allies from the war, but we must remember that France is practically bankrupt. She has, owing to the incomprehensible policy of Mr. Lloyd George and President Wilson, been prevented from obtaining an indemnity, or even reparation, from the Germans in the Peace Treaty.

"Ajax" says that the parts of France where British and American troops have been stationed, and which have been enriched by the war, had better pay for the war damage suffered by the other parts. This reminds me of the Socialist panacea for poverty in England—dividing up equally all the money in the country, which would give each individual about half a crown! All France is already helping both voluntarily and compulsorily, and "Ajax" will please remember that France is the only country as yet forced to resort to a capital tax. Luxuries are taxed; necessities are taxed; there is nothing left to tax.

There remains voluntary effort. What of this? Of the two organisations for which I asked help, one is run by Madame Loysen, the wife of a distinguished Frenchman, with money subscribed by his and her friends—of whom I am proud to call myself one. The other Society, to which I belong, is the "Fund for French War-devastated Villages," of 32, Rue Taibout, Paris, and about half its members are French people of gentle birth who are working like peasants themselves in the cause. There is another organisation of which I know the principal members. This is run by Miss Anne Morgan, daughter of the late Mr. Pierpont Morgan of New York. Her district lies near ours, on the Oise and the Somme, and although she is herself a very generous, as well as a very rich woman, and has in addition the help of most of the richest people in New York, and although she has been working in her district personally (like a navy) with a large and efficient staff since 1917, even there the poverty and distress is still very great.

These are but three societies of which I have a fairly intimate knowledge, but I know of many others. The needs are so great that it seems as if any effort were futile, but I can assure "Ajax" that if a bundle of old scraps of cotton to be pieced together, lined with old newspaper (themselves of value), to be made into bed quilts can evolve tears of thankfulness, he need not fear that any help, however great, however small, that we can send from rich and secure Hongkong will be less than what we owe in love and gratitude to France.

But I am sure that this Colony, which has proved itself so generous and eager to help our courageous and sorely tried Ally during the hostilities, will continue to do so now; I may say that the response to my appeal has already been beyond my wildest hopes, and I am touched beyond words by the sympathy for its cause which it has evoked.

As far as Hongkong is concerned, the war is finished. For France, it must go on for years to come.

Yours etc.

HARRIET TAYLOR.

Hongkong, 29th October, 1919.

FOOTBALL.

NEXT SATURDAY'S PROGRAMME.

On Saturday next the 1st Division Clubs will start their League programme and the matches down for decision are of a very interesting nature. The Hongkong Club will stiffen up their team by the inclusion of McCubbin and Black, but it is a matter of regret that Stalker and Robinson cannot be induced to line out, as both these players would materially strengthen the team, but it is possible they may appear in later matches. Chassels also cannot play through ankle trouble, and the Club will miss this clever exponent of the game. The team should render a good account of themselves however and a match or two will soon develop any weak spots. The South China team will be little altered from last year's eleven, most of the regular players being available, although they are experiencing a little anxiety over the centre forward position. The Navy will have to rely upon their Depot team, as the China Fleet ships of which the Hawkins is the first arrival on the Station permanently, are not yet stationed in Hongkong, and the Hawkins herself is unfortunately leaving before Saturday and not returning for some time. She possesses many fine players who will assist later in the season. The game on Saturday with St. Joseph's should be a close struggle. The other match is between the R.A. and the H. K. Police and either side may win, each team hardly yet being able to gauge their relative strength and both sides are limited as regards numbers of players available.

In the 2nd Division the young Indian Team will again be opposed to a heavier team in the R.A. but the result may be close as the junior team play clever football. South China Band South China A will only be of interest to the South China Club and the appearance of two teams in this Division from the same Club is going to provide many little complexities for the Club concerned, and the H.K.F.A. League officials. The inclusion of two teams in this division may not prove ultimately to be in the best interests of sport. St. Joseph's College (R) should beat the United F.C. but with not much to spare.

Saturday's matches, grounds, time, etc. are as follow—
HONGKONG LEAGUE DIVISION I.
Hongkong Club v South China, Club Ground. Kick off 4.30 p.m.
Navy v St. Joseph's Coll. Navy Ground. Kick off 4.30 p.m.
Hongkong Police v R.G.A. Military Ground. Kick off 4.30 p.m.

HONGKONG LEAGUE DIVISION II.
Indian R. C. v. R. G. A. (R). Military Ground. Kick off 3.00 p.m.
United F. C. v. St. Joseph's (R). Navy Ground. Kick off 3.00 p.m.
South China A. v. St. China B. Club Ground. Kick off 3.00 p.m.

"SHIPPING SCANDALS."

Sir,—You've given us a lot of guff lately from those beach combing skippers o' yours that's afraid o' getting the sack and comes to you for help.

Well I be one o' those you might have heard Coleridge say: Through forty years of storm and shine He ploughed the changeable deep.

From where beneath the tropic line the winged fishes leap. To where frost rocks the polar sea to everlasting sleep.

and would like to give 'em to a tip how to save life themselves without worrying you or the Harbour Master.

All they have to do is get a branding iron with ship's name on it, and take it to the cook, get it red hot, then press it on every lifebelt, oar, boathook, sea-anchor oil keg, boiler, water baroca, biscuit box and even a touch on their forehead to stop the survey bloke from mistaking 'em.

This would stop thieving as well. Then again it would tell what ship was lost or wrecked when they got washed ashore. Motor cars have certain laws but if the chauffeurs will run over people and kill 'em it's no use making more laws for they'll do it again.

Once was in a pawn-broker's shop at Tsimshing near the "Land we live in" pub, and another chap was there trying to pawn a tape measure. The pawnbroker noticed an arrow on it and said: "That belong Government; no can." The man fled without it.

Now, Mr. Editor, don't you think the branding of all ship's gear as well as the boats would end one of the arguments automatically and scientifically

TODAY'S MISCELLANY.

Though the wonderful mechanism of an artificial leg is of enormous value to those who are obliged to wear it, I am told (says a writer in the London Evening News) there is one very serious item to be reckoned with, and that is its tendency to create a big bill for trousers. An officer showed me recently a tear in his trouser-leg caused by some part of the mechanical joint catching in the cloth, and the daily task of pushing the artificial leg into the trousers wears them out in other directions—all too soon in these days of costly tailoring.

Queer finds come out of bundles of hoarded papers when a good clearance and tearing-up is going forward, says the Morning Post. A delightful tailor's bill of 90 years ago was unearthed (no printing at all) in faded ink on yellowish square-cut notepaper. The items were three, and the spelling most remarkable, and the price—ah! the price almost brings tears to the eyes of the demobilised trying to buy civilian raiment. Think of it. "One yellow cassimere waistcoat," "one paire Nankin trousers," and "one beste blue cloth fine coat," all for the trivial sum of £6. 14s. 3d.

It is nice to hear that there is one golf course in the United Kingdom which isn't crowded to a distressing extent, but hopeful people will feel distressed to hear that it's as far north as Sutherlandshire! A correspondent from Brora writes me (says "Corisande" in the Evening Standard) that she has at last found a fine, natural course, with practically no one on it, except the house-parties from Dunrobin and the Duke of Portland's place, which are both quite near, and which at times send a contingent to Brora for a round on the fine, springy turf on which you cannot miss your brassie shots—or oughtn't to!

The future of Field-Marshal Earl Haig is said to be greatly exercising the thoughts of the Government. Given a free choice, the Field-Marshal would greatly like to become Commander-in-Chief in India, but the fact that he is now Colonel of the Royal Horse Guards rather complicates matters (says a correspondent of the Glasgow Herald) since this appointment carries with it the office of Gold Stick to the King, and as such it is necessary for the holder of it to be on duty once in every three months. It is now suggested that Earl Haig should retain his present appointment as Commander-in-Chief of the Home Forces. Probably this is what will eventually be done, but the Government has, so far, arrived at no decision in the matter.

Owing to the woeful shortage of houses in the Metropolis caravan colonies seem to have sprung up (remarks a writer in the London Evening News). There is one such colony installed in the stately park of Earl Dysart at Petersham. In the cool shelter of the trees, and with the pleasant aroma of new-mown hay in the air no more pleasant living quarters could be imagined. And there are social degrees in caravans as much as in castles and cottages. The Petersham colony varies from humble converted pantechonics, roomy and comfortable enough in their way, to dwellings de luxe with electric lighting, hot and cold water, lockable front doors, and knockers complete. One caravan-holder declares that he intends shortly having the telephone installed.

LEGISLATIVE COUNCIL.

The Legislative Council meets to-morrow at 11.30 a.m. The Orders of the Day are:—

Second reading of the Bill intituled "An Ordinance to apply a sum of not exceeding Eleven million one hundred and seventy-three thousand two hundred and twenty-six dollars to the Public Service of the year 1920."

Second reading of the Bill intituled "An Ordinance to consolidate and amend the law relating to Places of Public Entertainment."

and eclipse your brother China Mail editor's plan of surprise inspections? I do.

Yours etc.

SEA FOAM.

Hongkong, Oct. 29, 1919.

NOTICE.

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ORGAN RECITAL.

MUSIC AT THE CATHEDRAL.

Another of the series of organ recitals arranged by Mr. J. W. White at St. John's Cathedral was given last evening. The attendance was by no means large and it is a pity that more support is not given to efforts of this kind, for there is a sufficient dearth of public music in the Colony without starving what one has offered.

Mr. White certainly has to be complimented on the programme he rendered last evening, including as it did works that called for powers of technique and interpretation. Bach's Prelude and Fugue in C minor, with which the programme was opened, is a work calculated to tax the ability of any organist, but Mr. White came through with undoubted credit. In handling the lighter numbers on the programme, such as Nivins's Slumber Song and Kinder's Serenade, the organist infused much sympathy and fully brought out the delicacy of the compositions. Perhaps the most enjoyed item was Franck's Pastorale, a really delightful work that was rendered with ability. The programme also included Tombello's Marche Pontificale and Stuart Archer's Jour des Noces, the heavy music of each being well-handled.

The soloists were Mr. C. Bewley Bird and Mrs. Otto Kong Sing, the former rendering "Who loves not Knowledge" (Lehmann). These really magnificent lines from Tennyson's "In Memoriam" have not, in our opinion, been very successfully set to music by Lehmann. The wandering and rather monotonous solo altogether fails to interpret the challenge and its accompanying assertion that the stanzas contain, but so far as the music allowed him, Mr. Bird gave a very fair rendering. Mrs. Otto Kong Sing's solo was the well-known "Eye hath not seen" from Gaul's "Holy City," and this proved to be a very enjoyable item. Hermann Lohr's duet "The Day is done" was subsequently given by the soloists in a manner quite creditable.

The collection for Cathedral expenses amounted to \$53.35.

RIGHTS OF A SHIPOWNER.

QUEER POSITION OF A MASTER.

Has the owner of a vessel the power to transfer the master of one of his boats to another ship under his agency? He has, if there is a written agreement to that effect. The owner of the s.s. Sanamhoi engaged Captain Levington and for one-and-a-half years Captain Levington remained in command of the West River boat, the Sanamhoi. The Chinese owners, Fat Hing & Co., wanted to transfer Captain Levington to the ocean-going vessel Hok Canton, which is on the Kowloon run. Captain Spark is the master of the Hok Canton at present.

Captain Levington has refused to leave the ship. The Sanamhoi is leaving to-night for Kowloon.

SANITARY BOARD.

THE BURIAL OF CHINESE.

Mr. A. Gibson presided at yesterday's meeting of the Sanitary Board, those also present being Mrs. Hickling, M.O.H., Hon. Mr. E. R. Hallifax, O.B.E., Hon. Mr. C. G. Alabaster, O.B.E., Dr. Kock, Dr. Ozorio, Mr. S. W. Tso, Lt. Col. Crisp and Mr. C. M. W. Reynolds, secretary.

The Hon. Mr. E. R. Hallifax made a report on the application for a site at Apichau to be used as a burial ground for the Tung Kun community. He said there had been two similar applications and if they granted one there would be many more. There was no particular reason why people who emigrated should be sent to Hongkong for burial. They had no connection with Hongkong but were connected with their own villages, ancestral temples and burial grounds and the facilities for getting through Hongkong to the burial grounds in South China were plentiful. It was a matter more or less of a little expense. They had to be responsible for the Chinese who died here. Mr. Hallifax referred to correspondence setting out the impossibility of granting more land, otherwise the island would be one big cemetery. It was necessary to consider the feeling of the Chinese in the matter and for those who were permanent residents in Hongkong the Government had made arrangements that they should be buried in the Chinese permanent cemetery. It seemed that something was wanted in the shape of a permanent graveyard where the people of a particular district could do common worship. The Tung Wah Hospital had made arrangements to allot a section of the ground allotted to it to various districts if they applied. In these sections only corpses from a particular district would be buried. The regulations as to exhumation would have to be observed and he also suggested that the districts should refund to the Hospital the cost of burials. He moved that the application be refused.

Mr. To seconded and the motion was carried.

AMERICAN RED CROSS.

NEW COMMITTEE FOR HONGKONG CHAPTER.

At a meeting of the American community held yesterday in the offices of Mr. G. E. Anderson, American Consul-General, the following were elected members of the new Committee—Messrs. G. E. Anderson, W. D. Kraft, O. Ritter, B. M. Bigger, F. Parker, F. Mobler, M. B. Yung, Mrs. E. Singer, Mrs. J. J. Cunningham, Mrs. L. Dunbar and Mrs. C. T. Richardson.

The annual report showed receipts amounting to \$13,936.15. The total disbursements amounted to \$12,867.82, leaving a balance in hand at present of \$1,068.33.

During the past year there has been something like 60 cases of supplies made by the ladies, all of which were sent to the Red Cross in Shanghai for distribution in Siberia.

There will shortly be a campaign initiated to secure the membership of other Americans in the Colony.

It is the desire of the American Red Cross foreign division to have a hundred per cent. registration in all foreign countries. The American Red Cross has done such extensive work throughout the world that they have found it difficult to let go some of this work, and it is their intention to carry on the work for sometime to come. Because of this there is a campaign on foot to raise \$15,000,000. While the campaign for American members is going on it should not be forgotten that association membership will be gladly accepted by the American chapter.

The Chapter hopes that members will continue their membership.

The Red Cross magazine is going to be conducted on a separate business basis, and all subscriptions for the magazine should be sent direct to the magazine company, which is owned and operated by the American Red Cross.

The management of the Red Cross magazine has been entirely reorganised and placed on a business basis. It is intended to make the magazine of such merit as to make it a pleasure for Americans to subscribe. After October 31st the subscription to the magazine will be charged at Hongkong \$2.

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CRICKET.

C.S. 2ND XI v. C.R.C. 2ND XI.

This match will be played on the Civil Service ground on Saturday next, commencing at 2 p.m. The following will represent the Civil Service—W. Hill (Capt.), F. Bacon, R. Duncan, S. E. Alderman, E. T. Crocker, S. Hamer, E. C. Fincher, G. H. Harkett, G. E. Roylance, R. T. Taylor and H. W. Sandford. Reserves—R. C. Watt and J. G. P. Foulds.

H.K.C.C. v. C.R.C.

The following will represent the Hongkong Cricket Club against the Chinese Recreation Club on H.K.C.C. ground on Saturday, 1st November, play to commence at 2.15 p.m. sharp—D. E. Donnelly (Captain), C. Blaker, E. A. Brand, A. Burnie, K. A. Green, J. D. Humphreys, P. Jacks, W. W. Mackenzie, L. D. MacNicol, E. J. R. Mitchell and C. C. Stark.

VANITY FAIR.

SCOTTISH FEATURE TO-NIGHT.

Edgar Warwick announces that the short season of "Vanity Fair" which is meeting with such conspicuous success, will positively close on Friday night. There will be no opportunity of extending it, as engagements in the North have to be kept.

To-night's programme will be the fourth complete change of bill. A special feature of this edition will be one that appeals more particularly to Caledonians. It represents a Highland banquet, and on account of the excellent manner in which it is staged and the general air of festivity that pervades it will probably rouse the audience to a high pitch of

enthusiasm here as it has done elsewhere. Another number that has been exceptionally successful is one which is sung by Eileen Boyd. The words have been specially written by Jean Desormes since the signing of peace and it includes a very striking tableau at the end. The plans are on view at Moutrie's.

The Theatre last night was comfortably filled with an audience which derived considerable enjoyment from the capital efforts of this talented company. There was much laughter at the new jokes, which were very numerous, whilst the singing and dancing was altogether appreciated.

HONGKONG SHIP-BUILDING.

Three more standard ships now building in the Kowloon Docks are reaching completion. Another standard ship is also nearing completion at the Taikoo Docks. The Stathis is going to Macassar to-day with a cargo of native produce. She is a standard vessel, taken over by Greeks. From Macassar the Stathis goes to Rotterdam.

IF YOU WAKE UP cross and depressed, with a coated tongue, a mean feeling in the head, a sense of feverishness or inefficiency, its time you took



the dainty little liver and bowel regulators which act as gently as nature. Try them to-night and see how fit you'll feel to-morrow. Of medicine vendors everywhere, also at 60 cents the vial, post free, from the Dr. Williams' Medicine Co., 96 Szachuen Road, Shanghai.

NOTICES.

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S.S.	leave Hong-kong about	Due Marseilles about	Due London about
PRINZESSIN KHIVA	2nd Nov.	4th Dec.	12th Dec.
DUNERA	1st Nov.	8th Dec.	17th Dec.

FOR SINGAPORE, COLOMBO & BOMBAY.
DUNERA 12th Nov. due Bombay about 29th Nov.
FOR CALCUTTA via SINGAPORE, PENANG & RANCOON.

FOR SHANGHAI, KOBE & MOJI.

NOVARA	leave Hongkong about	Due Yokohama about
	16th Nov.	29th Nov.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 2 1/2 ft. X 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freights, etc., apply to
MACKINNON, MACKENZIE & CO.
22, Des Voeux Road Central. Agents.

CPLOS

SAILINGS

HONGKONG TO VANCOUVER

(via Shanghai, Nagasaki (*Moji) Kobe & Yokohama)

FROM DUE

STEAMERS. HONGKONG. VANCOUVER.

Empress of Russia	Oct. 30	Nov. 17
Empress of Japan	Nov. 12	Dec. 3
Empress of Asia	Nov. 27	Dec. 15
Empress of Russia	Dec. 25	Jan. 12
Empress of Japan	Jan. 7	Jan. 28
Empress of Asia	Jan. 22	Jan. 27
Montezuma	Jan. 3	Jan. 27
Empress of Asia	Jan. 22	Feb. 9
Empress of Japan	Mar. 3	Mar. 24
Empress of Russia	Mar. 11	Mar. 29
Montezuma	Mar. 22	Apr. 15
Empress of Asia	Apr. 8	Apr. 26
Empress of Japan	Apr. 28	May 19
Empress of Russia	May 6	May 24
Montezuma	May 29	June 22
Empress of Asia	June 3	June 21
Empress of Japan	June 23	July 14
Empress of Russia	July 1	July 19

Passage Rates Hongkong to United Kingdom.

Empress of Russia	Gold	Empress of Japan	Gold
1500 Tons Reg.	1500 Tons Reg.	1500 Tons Reg.	1500 Tons Reg.
1500 Tons Reg.	1500 Tons Reg.	1500 Tons Reg.	1500 Tons Reg.

For Freight and other information, please apply to HONGKONG OFFICE.

Telephone 722. Cable address: CANPAC O.

CANADIAN PACIFIC OCEAN SERVICES

PACIFIC MAIL S.S. CO.

U. S. MAIL LINE.

Operating the new First Class Steamers

"ECUADOR," "VENEZUELA," and "COLOMBIA."

Hongkong to San Francisco.

via Shanghai, Kobe, Yokohama and HONOLULU.

THE SUNSHINE BELT.

The most Comfortable Route to America and Europe.

Sailings from Hongkong at noon.

S.S. "COLOMBIA"	5th November.
S.S. "VENEZUELA"	2nd December.
S.S. "ECUADOR"	

These steamers have the most modern equipment including overhead electric fans and electric lighting ALL LOWER BERTHS & Large Comfortable Staterooms (all single and two berths only.)

The Safety and Comfort of Passengers is our First Consideration. Special care is given to the outfitting and the attendance on passengers cannot be surpassed. Tickets are interchangeable with the Toyo Kisen Kaisha and the Canadian Pacific Ocean Services, Ltd.

For further information, rates, literature, schedules etc.,

Apply to—Company's Office in

Telephone No. 141. ALEXANDRA BUILDING. Chater Road.

BANKER & CO.

WEST RIVER PASSENGER SERVICE.

The M. S. "KONG NING" (Captain Goring), will leave the Sai Kung Wharf (Connaught Road West) for Wuchow via West River Ports, on 31st Oct.

This vessel has excellent European accommodation for first class passengers, and was built expressly for the West River trade, being fitted with electric light and fans and is complete with every modern convenience.

An excellent table is provided. Owing to the lack of hotel accommodation in Wuchow passengers taking the round trip will be allowed to remain on board the vessel without extra charge.

For freight and passage apply to

BANKER & CO.

1st Floor Hotel Mansions

Messrs. Thomas Cooks & Sons

Passenger Agents.

SHIPPING.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Shanghai & Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern

Northern Pacific and Chicago, Milwaukee & St. Paul Railways.

SUWA MARU (Omitting Manila) Saturday, 1st Nov. at 11 a.m.

KASHIMA MARU ... Saturday, 22nd Nov., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez,

Port Said & Marseilles.

KAGA MARU ... Sunday, 2nd Nov., at noon.

YOKOHAMA MARU ... Friday, 14th Nov., at noon.

MELBORNE & SYDNEY via Manila, Zamboanga, Thursday

Island, Townsville & Brisbane.

NIKKO MARU ... Saturday, 20th Dec., at 11 a.m.

AKI MARU ... Wednesday, 19th Nov., at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San

Francisco, Panama & Colon.

TOKIWA MARU ... Middle of November.

SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

TENSIN MARU ... Sunday, 2nd November.

YAMAGATA MARU ... Wednesday, 5th Nov.

CALCUTTA & RANCOON via Singapore & Penang.

KANAGAWA MARU ... Monday, 3rd November.

NAGATO MARU ... Wednesday, 19th Nov.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU ... Saturday, 22nd Nov., at 11 a.m.

NIKKO MARU ... Saturday, 20th Dec., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

TAMA MARU ... Thursday, 30th Oct.

KAWACHI MARU ... Sunday, 2nd Nov.

MISHIMA MARU ... Thursday, 6th Nov. at 11 a.m.

EXTRA SERVICES—(Marseilles, Liverpool, Antwerp, Rotterdam

Hamburg etc.)

DELAGOA MARU ... Tuesday, 28th October.

(London, Antwerp & Hamburg.)

TOYOOKA MARU ... (Marseilles & Liverpool) Sat., 1st Nov.

TATSUNO MARU ... (London, Antwerp & Hamburg) Middle of Nov.

TSUSHIMA MARU ... (Marseilles & Liverpool) End of Nov.

For further information apply to—NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. S. YASUDA, Manager.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS

Sailings from Hongkong—Subject to change without notice.

Steamer	Tons	Leave Hongkong
SHINYO MARU	22,000	29th Oct.
PERSIA MARU	9,000	14th Nov.
KOREA MARU	29,000	29th Nov. (from Kobe)
SIBIRIA MARU	22,000	2nd Dec.
NIPPON MARU	11,000	6th Dec.
TEIKO MARU	22,000	18th Dec.

*Omitting Shanghai.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU,
SAN FRANCISCO, SAN PEDRO, SALINO CRUZ,
BALBOA, CALLAO, ARICA AND IQUIQUE.

THENCE BY TRANS ANDERSON ROUTE TO BUENOS AIRES.

Steamers. Leave Hongkong.

SEIYO MARU 4th Nov.

Steamers are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge.

For full information as to rates, sailings, etc., apply to

T. DAICO, Manager.

KING'S BUILDINGS

Telephone Nos. 2374 & 2375.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

"NANKING" "NILE" "CHINA"

15,000 tons. 11,000 tons. 10,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "NILE" "CHINA"

Nov. 4th, 1919. Dec. 27th, 1919. Nov. 22nd, 1919.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER, Freight and Passenger Agent.

Prince's Buildings, Ice House Street. Tel. 1934.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For Steamer Sailing

LONDON & ANTWERP

For particulars of sailings shippers are requested to approach

the undersigned.

Subject to change without notice.

or to REISS & Co. Canton

Hongkong, 10. Apr. 1917.

THE BANK LINE, LTD.,

General Agents.

AMERICAN EXPRESS COMPANY.

BANKERS AND FORWARDERS.

ESTABLISHED—1841.

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CAPITAL AND SURPLUS—U. S. \$25,000,000.00.

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SHIPPING NEWS.

NEW SHIP FOR CHINA

MERCHANTS.

The Kwangliang, a vessel of 12 knots speed and a registered tonnage capacity of 2,549, has been completed at Tientsin for the China Merchants' Steam Navigation Co. She is to take the place of the Kiangwan, which was sunk following the collision with the Chinese gunboat Chutsai.

SHIPPING INTELLIGENCE

OFFICES CLOSED.

All shipping intelligence offices in the United Kingdom closed recently. They were at Louth, Newcastle-on-Tyne, Hull, London, Devonport, Cardiff, Swansea, Liverpool, and Glasgow. Henceforward all merchant vessels leaving the United Kingdom will be dependent upon the ordinary channels for mine warnings and other navigational information. With the closing of these offices the official giving of routes to outward-bound merchantmen ceases.

GEARED TURBINES FOR SHIPS.

In the Engineering Section of the British Association Conference recently, Mr. R. J. Walker explained the extended use of the turbine that has been made possible by the introduction of reducing gears. The steam turbine rotates at very high speeds, and when Sir Charles Parsons in 1897 first successfully applied it to the propulsion of ships it was directly connected to the propeller shaft. This has proved satisfactory for vessels of about 18 knots speed and upwards. Dr. de Laval, of Stockholm, then successfully applied helical gearing to turbines used for land purposes up to 600 brake horse-power. Sir Charles Parsons accordingly began experiments in 1901 to test turbines mechanically geared to the screw shaft in a typical cargo vessel of low speed, and showed that this method was suitable. It has now been recognized that increased efficiency can be obtained in fast vessels by the use of reduction gearing. Vessels have been put into commission with installations of geared turbines of 100,000 horse-power each, the horse-power transmitted through a single shaft being 25,000. At the present time the total number of vessels with geared turbines for war and commercial purposes built and under construction is 618, with a total shaft horse-power of 16 millions, £50,000 A WEEK LOST IN SHIPPING.

Interesting details illustrating the congestion in our ports were given recently, by Mr. C. E. Turner, partner in a firm of shipping and forwarding agents of Liverpool. Mr. Turner was a witness before the Board of Trade Committee that is inquiring into the Gattie scheme of a central clearing house for London traffic. He was deputed by the Ministry of Shipping to report on the capabilities of the New Transport Company's (Gattie's) machinery, and he considered that the adoption of their system at Liverpool would have done away with the traffic congestion there. There were 44 steamers waiting for berths. Liverpool had been congested since January, and since April there had been between 100,000 and 200,000 dead-weight tons of shipping lying in the port, not working. This involved a loss of £50,000 per week, at the rate of £50,000 per week, for which the public had to pay. The same difficulty occurred in other ports. In Hull, there were 34 steamers in port waiting for berths. These conditions could only be alleviated by mechanical means such as were suggested in the Gattie system, which he considered was as great an advance in transport as the invention of the locomotive. A "Gattie city" somewhere near London was suggested by Mr. J. Reakie, late chief locomotive superintendent of the Eastern and Bengal State Railway. The "Gattie city," Mr. Reakie said, should be equipped with motor vehicles, and there should be no railway goods traffic in London. Mr. Gattie's scheme, he added, was meeting with the same opposition as Stephenson encountered. The difficulties in the way were purely psychological and not mechanical. Mr. George Lansbury told Mr. Burgess, of the National Union of Railwaymen, that the Gattie scheme was an excellent idea. They were not willing to go on risking their lives and limbs in shunting when another method could be adopted which would render so much shunting unnecessary. Mr. Burgess: That is rather different from the opinion I have heard expressed by railwaymen. I have had all sorts of threats since I have been on this job.

SHIPPING.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SWATOW & SINGAPORE	Liangchow	30th Oct. at 10 a.m.
H'HOW, P'HOI & H'PHONG	Kailong	30th Oct. at 10 a.m.
SHANGHAI	Sinkiang	30th Oct. at 10 a.m.
SHANGHAI & TSINGTAO	Tean	2nd Nov. at noon.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.

Excellent Saloon accommodation amidsthips. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tientsin weekly, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to

Telephone No. 36. Hongkong Oct. 28, 1919.

BUTTERFIELD & SWIRE.

Agents.

INDO-CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
TIENTSIN via W'wei & C'foo	Chipsing	Thurs. 30th Oct. at noon.
HAIPHONG via Hoihow	Taksang	Fri. 31st Oct. at 8 a.m.
MANILA	Loongsang	Fri. 31st Oct. at 3 p.m.
SHANGHAI via Ningpo	Hangsang	Sat. 1st Nov. at d'light.
STRAITS & Calcutta	Yatsing	Sat. 1st Nov. at 3 p.m.
MANILA	Yuensang	Fri. 7th Nov. at 3 p.m.

CALCUTTA LINE—This Line now affords regular sailings to Calcutta, Penang and Singapore, calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Harbin and Yankow Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Haiphong when convenient.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having up to date accommodation for passengers.

Cargo taken on through Bills of Lading for Kadal, Jesselton, Labuan, Tawau and Labud Daru.

TIENTSIN LINE—A regular service is run from March to October between Hongkong and Tientsin calling at Weihaiwei and Chefoo.

For Freight or passage, apply to

JARDINE MATHESON & CO., LTD.

Telephone No. 215. General Managers.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 days.)

Steamships. Captain Leaving.

Haihong ... J. W. Evans ... TUES., 28th Oct. at 1 p.m.

Haitan ... A. H. Stewart ... FRI., 31st Oct. at 1 p.m.

Quinnebaug ... Medina ... TUES., 4th Nov. at noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

REGULAR SAILINGS OF MAIL STEAMERS FROM HONGKONG TO AUSTRALIAN PORTS.

Steamers	For	Date of arrival	Date and Time of departure
"ST. ALBANS"	Sydney Melbourne, via Queensland Ports.	30th Oct.	3rd Nov., at 3 p.m.

The above steamers have excellent accommodation for First and Second Saloon Passengers, having been built expressly for Tropical Voyages, and are complete with every modern convenience for Ocean Travelling.

A daily qualified Surgeon and Stewards are carried on each vessel.

For Passage Rates and Further Particulars Apply To:

GIBB, LIVINGSTON & CO.,

AGENTS.

AMERICAN ASIATIC S.S. CO.

S.S. "SLAVIC PRINCE"

Will be despatched for New York via Suez Canal on or about 1st December.

For freight and further particulars, apply to

SHEWAN TOMES & CO.

Agents.

SHIPPING.

O. S. K.
OSAKA SHOSEN KAISHA.SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON & ANTWERP—Monthly direct service via Singapore and Port Said."CELESTES MARU" ... Saturday, 8th Nov.
"ALPS MARU" ... End of November.

GENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co.'s steamer.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

"SEATTLE MARU" ... Monday, 17th November.

BOMBAY & COLOMBO—Regular fortnightly service via S'pore.

"INDUS MARU" ... Tuesday, 4th Nov.

"SAIGON MARU" ... Beginning of November.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly Service.

"SHISEN MARU" ... Saturday, 1st Nov.

SYDNEY & MELBOURNE—Monthly service calling at AUCTION, LAND, N. Z. and ADELAIDE.

"MADRAS MARU" ... Middle of November.

VICTORIA & VANCOUVER—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokkaichi & Yokohama.

"AFRICA MARU" ... Monday, 17th Nov.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

"KAJO MARU" ... Sunday, 2nd Nov.

TAKAO via SWATOW & AMOY.

"SOSU MARU" ... Thursday, 6th Nov.

JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.

For sailing dates and further particulars please apply to—

Y. YASUDA,

Manager.

Tel. No. 744 and 745

No. 1, Queen's Building.

Y. K. K.

YAMASHITA KISEN KAISHA.
(THE YAMASHITA STEAMSHIP CO., LTD.)

NANYO MARU No. 1

NANYO MARU No. 2

NANYO MARU No. 3

SODEGAURA MARU.

KYODO MARU No. 13

TAMON MARU No. 1

ASOSAN MARU.

CHEIAN MARU.

REGULAR SERVICE FOR

FREIGHT BETWEEN

HONGKONG,

BANGKOK

and/or

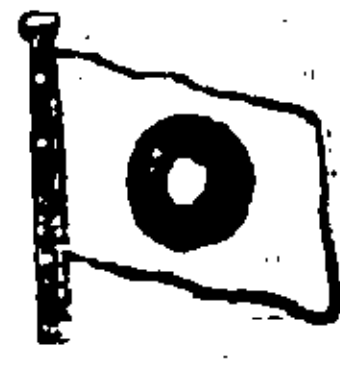
SINGAPORE.

For Particulars Please Apply to:—

M. KOBAYASHI, Agent.

Tel. No. 140 & 155.

Top Floor, King's Building.



KUHARA SHOJI KAISHA, LTD.

KUHARA TRADING CO., LTD.

(Shipping Department).

HEAD OFFICE (KOBE).

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Taking Cargo on through Bills of Lading to Pacific Coast, Japan, China, India, Java, North and South America, also to Mediterranean.

SUBJECT TO ALTERATION WITHOUT NOTICE.

For further particulars apply to—

CHU KYOKU TRADING Co.,

M. HASHIMOTO,

General Agents.

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THE ADMIRAL LINE.
PACIFIC STEAMSHIP CO.TRANS-PACIFIC FREIGHT SERVICE.
Operating the following U. S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe).

"IONIUM" ... About Nov. 8. "ELTON" ... About Nov. 19.

"WHEATLAND" ... Nov. 11. "ELDRIDGE" ... Dec. 10.

"ENDICOTT" ... Nov. 17. "EDMORE" ... Dec. 24.

For PORTLAND direct.

(Calling at Shanghai and Kobe).

"WEST HARTLAND" ... About November 27th.

"WABAN" ... December 1st.

"WISHMAHA" ... December 11th.

THROUGH BILLS OF LADING ISSUED TO OVERLAND COMMON POINTS.

FOR FREIGHT AND PASSENGERS APPLY TO

THE ADMIRAL LINE

Telephones 2477 & 2478

5th Floor, Hotel Mansions.

SHIPPING.

THE DOLLAR S. S. LINE.

SAILINGS FROM HONGKONG FOR
VANCOUVERSTEAMER "MELVILLE DOLLAR" ... SAILING DATE 28th November.
"HAROLD DOLLAR" ... 10th December.

FOR SAN FRANCISCO U.S.S. B.B.

"WEST HARTS" ... 7th November.
"WEST HEPBURN" ... 28th November.
"WEST IRA" ... 30th November.

Through Bills of Lading issued to all parts of United States or Canada.

FOR NEW YORK VIA PANAMA.

"GRACE DOLLAR" ... 7th December.

For particulars for freight apply to—

THE ROBERT DOLLAR Co.

GENERAL POST OFFICE BUILDING

THIRD FLOOR

TEL. 795.

792.

Lloyd Triestino

S.S. "NIPPON"

For Singapore, Colombo, Port Said and Trieste about end November.

S.S. PERSIA. S.S. AFRICA.

For freight or passage apply to

DODWELL & CO., LTD.

Agents.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual N. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

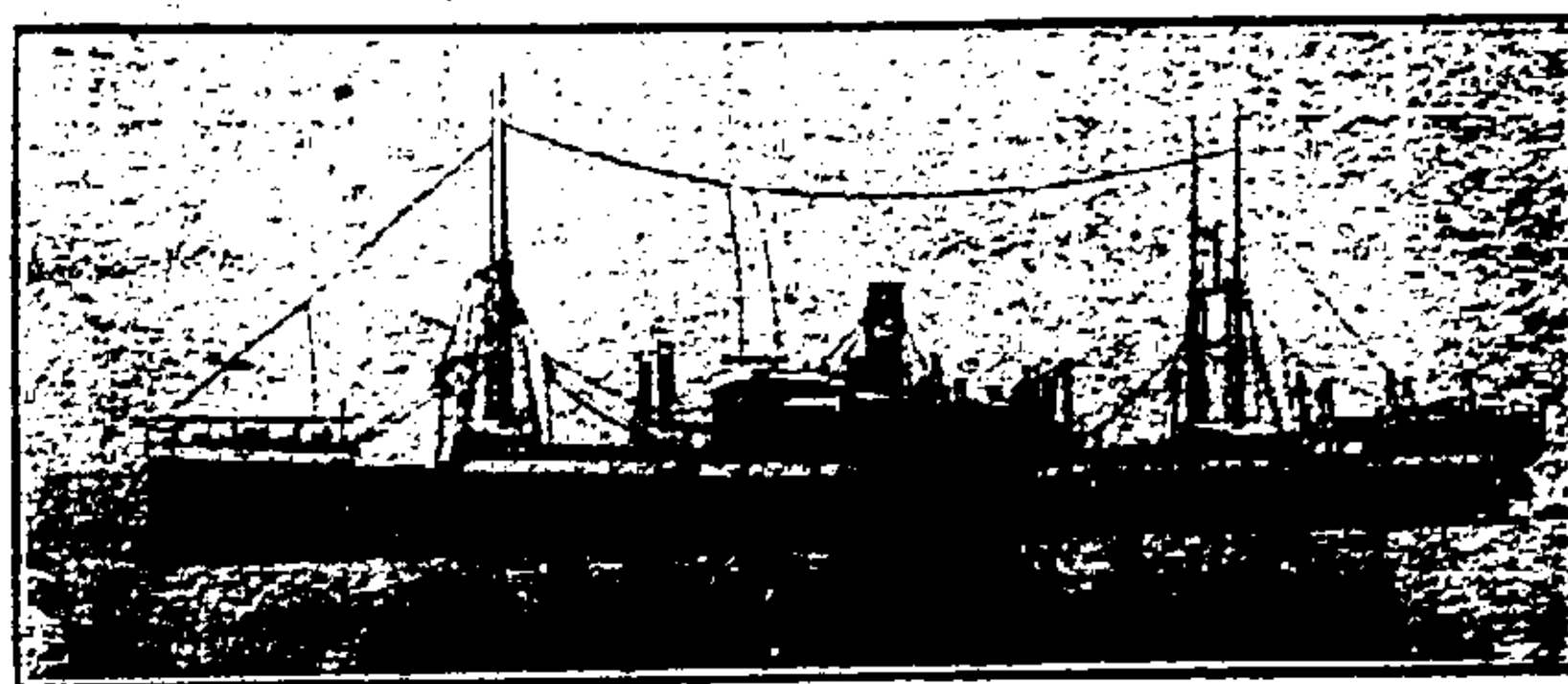
Sailings from Hongkong.

"Euryclonus" ... via Panama 3rd Novr.
"Euryclonus" ... via Panama 25th Novr.
"City of Newcastle" ... via Suez 30th Novr.
"Knight Templar" ... via Panama 22nd Decr.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.
HONGKONG & CANTON REISS & CO CANTON.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tijmanock	Java	in port	4th Nov.	Java
Tjikini	Java	29th Oct.	5th Nov.	Shanghai
Tjiluwong	Java	31st Oct.	7th Nov.	Japan
Tjisalak	Java	1st Nov.	—	—
Tjipanas	Java	5th Nov.	—	—

ALSO OPERATING

JAVA PACIFIC LINE

MONTHLY SERVICE BETWEEN

NETHERLANDS INDIA, MANILA,
HONGKONG & SAN FRANCISCO.

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the

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Telephones No. 1574.

York Buildings.

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STRUTHERS & DIXON, INC.

OFFICES: San Francisco and Seattle, U.S.A., Hongkong, Shanghai, Manila and Kobe.

Operating the following Far Eastern service for account of the United States Shipping Board.

U.S.A. PACIFIC COAST, JAPAN, CHINA AND PHILIPPINES.

FOR SEATTLE

"WEST ISLIP" ... 2nd half Nov.

FOR SAN FRANCISCO

"WEST CACTUS" ... 1st half Nov.

"WEST CAJOO" ... 1st half Dec.

Through rates quoted and through B/L's issued to all points in U.S. and Canada.

L. EVERETT, Vice-Pres. E. A. NELSON, Gen. Agent.

OFFICE: 1ST FLOOR POWELL'S BUILDING, 12 Des Voeux Road.

THE U. S. SHIPPING BOARD.

S. S. "WYTHEVILLE"

Will be despatched for

NEW YORK

via Suez

Late November

For freight space and particulars apply to

THE ADMIRAL LINE

Telephones

2477 & 2478

AGENTS.

5th floor

Hotel Mansions.

THE AUSTRALIAN
ORIENTAL LINE.HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia	Leaves Hongkong for Australia.
TAIYUAN	5th Nov.	10th Nov.
CHANGSHA	23rd Nov.	28th Nov.

These steamers are fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian ports.

For Freight or Passage apply to

Butterfield & Swire.

Telephone No. 36.

KONINKLYKE PAKETVAART MAATSCHAPPY

(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP:

"VAN WAERWYCK"

will be despatched on the 11th Nov., at 3 p.m. to—

Singapore, Penang and Belawan Deli.

This vessel offers excellent cabin-accommodation for saloon passengers.

Wireless Telegraphy.

For freight and passage apply to:

JAVA-CHINA-JAPAN LIJN,

Telephone No. 1574.

Agents.

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Tanks, Drums Ventilators, Pipes, &c., &c.,

THE DIMENSIONS OF DOCKS AND SHIPS ARE AS FOLLOWS:—

NAME OF DOCK OR SHIP	LENGTH IN FOOTS	BREADTH IN FOOTS	DEPTH IN FOOTS	HEIGHT OF CRANES IN FOOTS	SIZE OF TUG IN TONS	NAME
KWLOON						
No. 1 Dock, Kwloon	100'	25'	12'	15'	150	Y. S. S.
No. 2 Dock, Kwloon	100'	25'	12'	15'	150	Y. S. S.
No. 3 Dock, Kwloon	100'	25'	12'	15'	150	Y. S. S.
From No. 2 to 3	100'	25'	12'	15'	150	Y. S. S.
From No. 3 to 4	100'	25'	12'	15'	150	Y. S. S.
From No. 4 to 5	100'	25'	12'	15'	150	Y. S. S.
From No. 5 to 6	100'	25'	12'	15'	150	Y. S. S.
From No. 6 to 7	100'	25'	12'	15'	150	Y. S. S.
From No. 7 to 8	100'	25'	12'	15'	150	Y. S. S.
From No. 8 to 9	100'	25'	12'	15'	150	Y. S. S.
From No. 9 to 10	100'	25'	12'	15'	150	Y. S. S.
From No. 10 to 11	100'	25'	12'	15'	150	Y. S. S.
From No. 11 to 12	100'	25'	12'	15'	150	Y. S. S.
From No. 12 to 13	100'	25'	12'	15'	150	Y. S. S.
From No. 13 to 14	100'	25'	12'	15'	150	Y. S. S.
From No. 14 to 15	100'	25'	12'	15'	150	Y. S. S.
From No. 15 to 16	100'	25'	12'	15'	150	Y. S. S.
From No. 16 to 17	100'	25'	12'	15'	150	Y. S. S.
From No. 17 to 18	100'	25'	12'	15'	150	Y. S. S.
From No. 18 to 19	100'	25'	12'	15'	150	Y. S. S.
From No. 19 to 20	100'	25'	12'	15'	150	Y. S. S.
From No. 20 to 21	100'	25'	12'	15'	150	Y. S. S.
From No. 21 to 22	100'	25'	12'	15'	150	Y. S. S.
From No. 22 to 23	100'	25'	12'	15'	150	Y. S. S.
From No. 23 to 24	100'	25'	12'	15'	150	Y. S. S.
From No. 24 to 25	100'	25'	12'	15'	150	Y. S. S.
From No. 25 to 26	100'	25'	12'	15'	150	Y. S. S.
From No. 26 to 27	100'	25'	12'	15'	150	Y. S. S.
From No. 27 to 28	100'	25'	12'	15'	150	Y. S. S.
From No. 28 to 29	100'	25'	12'	15'	150	Y. S. S.
From No. 29 to 30	100'	25'	12'	15'	150	Y. S. S.
From No. 30 to 31	100'	25'	12'	15'	150	Y. S. S.
From No. 31 to 32	100'	25'	12'	15'	150	Y. S. S.
From No. 32 to 33	100'	25'	12'	15'	150	Y. S. S.
From No. 33 to 34	100'	25'	12'	15'	150	Y. S. S.
From No. 34 to 35	100'	25'	12'	15'	150	Y. S. S.
From No. 35 to 36	100'	25'	12'	15'	150	Y. S. S.
From No. 36 to 37	100'	25'	12'	15'	150	Y. S. S.
From No. 37 to 38	100'	25'	12'	15'	150	Y. S. S.
From No. 38 to 39	100'	25'	12'	15'	150	Y. S. S.
From No. 39 to 40	100'	25'	12'	15'	150	Y. S. S.
From No. 40 to 41	100'	25'	12'	15'	150	Y. S. S.
From No. 41 to 42	100'	25'	12'	15'	150	Y. S. S.
From No. 42 to 43	100'	25'	12'	15'	150	Y. S. S.
From No. 43 to 44	100'	25'	12'	15'	150	Y. S. S.
From No. 44 to 45	100'	25'	12'	15'	150	Y. S. S.
From No. 45 to 46	100'	25'	12'	15'	150	Y. S. S.
From No. 46 to 47	100'	25'	12'	15'	150	Y. S. S.
From No. 47 to 48	100'	25'	12'	15'	150	Y. S. S.
From No. 48 to 49	100'	25'	12'	15'	150	Y. S. S.
From No. 49 to 50	100'	25'	12'	15'	150	Y. S. S.
From No. 50 to 51	100'	25'	12'	15'	150	Y. S. S.
From No. 51 to 52	100'	25'	12'	15'	150	Y. S. S.
From No. 52 to 53	100'	25'	12'	15'	150	Y. S. S.
From No. 53 to 54	100'	25'	12'	15'	150	Y. S. S.
From No. 54 to 55	100'	25'	12'	15'	150	Y. S. S.
From No. 55 to 56	100'	25'	12'	15'	150	Y. S. S.
From No. 56 to 57	100'	25'	12'	15'	150	Y. S. S.
From No. 57 to 58	100'	25'	12'	15'	150	Y. S. S.
From No. 58 to 59	100'	25'	12'	15'	150	Y. S. S.
From No. 59 to 60	100'	25'	12'	15'	150	Y. S. S.
From No. 60 to 61	100'	25'	12'	15'	150	Y. S. S.
From No. 61 to 62	100'	25'	12'	15'	150	Y. S. S.
From No. 62 to 63	100'	25'	12'	15'	150	Y. S. S.
From No. 63 to 64	100'	25'	12'	15'	150	Y. S. S.
From No. 64 to 65	100'	25'	12'	15'	150	Y. S. S.
From No. 65 to 66	100'	25'	12'	15'	150	Y. S. S.
From No. 66 to 67	100'	25'	12'	15'	150	Y. S. S.
From No. 67 to 68	100'	25'	12'	15'	150	Y. S. S.
From No. 68 to 69	100'	25'	12'	15'	150	Y. S. S.
From No. 69 to 70	100'	25'	12'	15'	150	Y. S. S.
From No. 70 to 71	100'	25'	12'	15'	150	Y. S. S.
From No. 71 to 72	100'	25'	12'	15'	150	Y. S. S.
From No. 72 to 73	100'	25'	12'	15'	150	Y. S. S.
From No. 73 to 74	100'	25'	12'	15'	150	Y. S. S.
From No. 74 to 75	100'	25'	12'	15'	150	Y. S. S.
From No. 75 to 76	100'	25'	12'	15'	150	Y. S. S.
From No. 76 to 77	100'	25'	12'	15'	150	Y. S. S.
From No. 77 to 78	100'	25'	12'	15'	150	Y. S. S.
From No. 78 to 79	100'	25'	12'	15'	150	Y. S. S.
From No. 79 to 80	100'	25'	12'	15'	150	Y. S. S.
From No. 80 to 81	100'	25'	12'	15'	150	Y. S. S.
From No. 81 to 82	100'	25'	12'	15'	150	Y. S. S.
From No. 82 to 83	100'	25'	12'	15'	150	Y. S. S.
From No. 83 to 84	100'	25'	12'	15'	150	Y. S. S.
From No. 84 to 85	100'	25'	12'	15'	150	Y. S. S.
From No. 85 to 86	100'	25'	12'	15'	150	Y. S. S.
From No. 86 to 87	100'	25'	12'	15'	150	Y. S. S.
From No. 87 to 88	100'	25'	12'	15'	150	Y. S. S.
From No. 88 to 89	100'	25'	12'	15'	150	Y. S. S.
From No. 89 to 90	100'	25'	12'	15'	150	Y. S. S.
From No. 90 to 91	100'	25'	12'	15'	150	Y. S. S.
From No. 91 to 92	100'	25'	12'	15'	150	Y. S. S.
From No. 92 to 93	100'	25'	12'	15'	150	Y. S. S.
From No. 93 to 94	100'	25'	12'	15'	150	Y. S. S.
From No. 94 to 95	100'	25'	12'	15'	150	Y. S. S.
From No. 95 to 96	100'	25'	12'	15'	150	Y. S. S.
From No. 96 to 97	100'	25'	12'	15'	150	Y. S. S.
From No. 97 to 98	100'	25'	12'	15'	150	Y. S. S.
From No. 98 to 99	100'	25'	12'	15'	150	Y. S. S.
From No. 99 to 100	100'	25'	12'	15'	150	Y. S. S.
From No. 100 to 101	100'	25'	12'	15'	150	Y. S. S.
From No. 101 to 102	100'	25'	12'	15'	150	Y. S. S.
From No. 102 to 103	100'	25'	12'	15'	150	Y. S. S.
From No. 103 to 104	100'	25'	12'	15'	150	Y. S. S.
From No. 104 to 105	100'	25'	12'	15'	150	Y. S. S.
From No. 105 to 106	100'	25'	12'	15'	150	Y. S. S.
From No. 106 to 107	100'	25'	12'	15'	150	Y. S. S.
From No. 107 to 108	100'	25'	12'	15'	150	Y. S. S.
From No. 108 to 109	100'	25'	12'	15'	150	Y. S. S.
From No. 109 to 110	100'	25'	12'	15'	150	Y. S. S.
From No. 110 to 111	100'	25'	12'	15'	150	Y. S. S.
From No. 111 to 112	100'	25'	12'	15'	150	Y. S. S.
From No. 112 to 113	100'	25'	12'	15'	150	Y. S. S.
From No. 113 to 114	100'	25'	12'	15'	150	Y. S. S.
From No. 114 to 115	100'	25'	12'	15'	150	Y. S. S.
From No. 115 to 116	100'	25'	12'	15'	150	Y. S. S.
From No. 116 to 117	100'	25'	12'	15'	150	Y. S. S.
From No. 117 to 118	100'	25'	12'	15'	150	Y. S. S.
From No. 118 to 119	100'	25'	12'	15'	150	Y. S. S.
From No. 119 to 120	100'	25'	12'	15'	150	Y. S. S.
From No. 120 to 121	100'	25'	12'	15'	150	Y. S. S.
From No. 121 to 122	100'	25'	12'	15'	150	Y. S. S.
From No. 122 to 123	100'	25'	12'	15'	150	Y. S. S.
From No. 123 to 124	100'	25'	12'	15'	150	Y. S. S.
From No. 124 to 125	100'	25'	12'	15'	150	Y. S. S.
From No. 125 to 126	100'	25'	12'	15'	150	Y. S. S.
From No. 126 to 127	100'	25'	12'	15'	150	Y. S. S.
From No. 127 to 128	100'	25'	12'	15'	150	Y. S. S.
From No. 128 to 129	100'	25'	12'	15'	150	Y. S. S.
From No. 129 to 130	100'	25'	12'	15'	150	Y. S. S.
From No. 130 to 131	100'	25'	12'	15'	150	Y. S. S.
From No. 131 to 132	100'	25'	12'	15'	150	Y. S. S.
From No. 132 to 133	100'	25'	12'	15'	150	Y. S. S.
From No. 133 to 134	100'	25'	12'	15'	150	Y. S. S.
From No. 134 to 135	100'	25'	12'	15'	150	Y. S. S.
From No. 135 to 136	100'	25'	12'	15'	150	Y. S. S.
From No. 136 to 137	100'	25'	12'	15'	150	Y. S. S.
From No. 137 to 138	100'	25'	12'	15'	150	Y. S. S.
From No. 138 to 139	100'	25'	12'	15'	150	Y. S. S.
From No. 139 to 140	100'	25'	12'	15'	150	Y. S. S.
From No. 140 to 141	100'	25'	12'	15'	150	Y. S. S.
From No. 141 to 142	100'	25'	12'	15'	150	Y. S. S.
From No. 142 to 143	100'	25'	12'	15'	150	Y. S. S.
From No. 143 to 144	100'	25'	12'	15'	150	Y. S. S.
From No. 144 to 145	100'	25'	12'	15'	150	Y. S. S.
From No. 145 to 146	100'	25'	12'	15'	150	Y. S. S.
From No. 146 to 147	100'	25'	12'	15'	150	Y. S. S.
From No. 147 to 148	100'	25'	12'	15'	150	Y. S. S.
From No. 148 to 149	100'	25'	12'	15'	150	Y. S. S.
From No. 149 to 150	100'	25'	12'	15'	150	Y. S. S.
From No. 150 to 151	100'	25'	12'	15'	150	Y. S. S.
From No. 151 to 152	100'	25'	12'	15'	150	Y. S. S.
From No. 152 to 153	100'	25'	12'	15'	150	Y. S. S.
From No. 153 to 154	100'	25'	12'	15'	150	Y. S. S.
From No. 154 to 155	100'	25'	12'	15'	150	Y. S. S.
From No. 155 to 156	100'	25'	12'	15'	150	Y. S. S.
From No. 156 to 157	100'	25'	12'	15'	150	Y. S. S.
From No. 157 to 158	100'	25'	12'	15'	150	Y. S. S.
From No. 158 to 159	100'	25'	12'	15'	150	Y. S. S.
From No. 159 to 160	100'	25'	12'	15'	150	Y. S. S.
From No. 160 to 161	100'	25'	12'	15'	150	Y. S. S.
From No. 161 to 162	100'	25'	12'	15'	150	Y. S. S.
From No. 162 to 163	100'	25'	12'	15'	150	Y. S. S.
From No. 163 to 164	100'	25'	12'	15'	150	Y. S. S.
From No. 164 to 165	100'	25'	12'	15'	150	Y. S. S.
From No. 165 to 166	100'	25'	12'	15'	150	Y. S. S.
From No. 166 to 167	100'	25'	12'	15'	150	Y. S. S.
From No. 167 to 168	100'	25'	12'	15'	150	Y. S. S.
From No. 168 to 169	100'	25'	12'	15'	150	Y. S. S.
From No. 169 to 170	100'	25'	12'	15'	150	Y. S. S.
From No. 170 to 171	100'	25'	12'	15'	150	Y. S. S.
From No. 171 to 172	100'	25'	12'	15'	150	Y. S. S.
From No. 172 to 173	100'	25'	12'	15'	150	Y. S. S.
From No. 173 to 174	100'	25'	12'	15'	150	Y. S. S.
From No. 174 to 175	100'	25'	12'	15'	150	Y. S. S.
From No. 175 to 176	100'	25'	12'	15'	150	Y. S. S.
From No. 176 to 177	100'	25'	12'	15'	150	Y. S. S.
From No. 177 to						

SHIPPING.

VESSELS ARRIVED.

The TAK SANG from Haiphong via Hoihow brought yesterday afternoon 1,586 tons of rice.—Mooring C 38.

The s.s. LIEN SHING from Saigon consigned yesterday afternoon 1,750 tons of general merchandise from Saigon. She carried 560 Chinese passengers. She experienced moderate to strong north-east monsoon with moderate to rough sea during the whole of the passage.

The KAN CHOW, which arrived in the Colony this morning, had 1,800 tons of cargo from Bangkok. She is a B. and S. vessel.—Mooring C 17.

The YATSHING consigned to Hongkong from Kobe 867 tons of general cargo. She had as well on board 1,325 tons through cargo.—Mooring Kowloon Wharf.

The CARMARTHENSHIRE came into port early this morning with 7,290 tons of cargo and some mails.—Mooring Kowloon Wharf. From Shanghai the HANG SANG brought 700 tons of general merchandise, and 65 bags of mails.—Mooring West Point Wharf.

The HAITAN (Captain A. H. Stewart) had 1,100 tons of tea from Foochow. The passage was rough.—Mooring Douglas Wharf. The s.s. WEST SEQUANA, belonging to the United States Shipping Board, and operated by the Pacific Mail S. S. Company, arrived yesterday from San Francisco with 6,000 tons of hemp and cigars and 542 tons of old newspapers.

Over 10,000 tons of coal from Keelung were consigned this morning by the O. S. K. vessel SHISEN MARU.—Mooring B 32. Another O. S. K. boat, the s.s. KAIGO MARU from Keelung brought 1,215 tons of coal this morning.—Mooring O.S.K. Wharf. The s.s. URUSAN MARU, under the agency of the M. B. K., delivered here this morning 3,150 tons of coal from Kobe.—Mooring C 33.

From Kobe the DELAGOA MARU, one of the N. Y. K. fleet, had 1,178 tons of through cargo, comprising canned goods, bean oil and starch.—Mooring No. 4 Wharf.

From Calcutta the TOSAN MARU brought 4,583 tons of general merchandise and 20 bags of mails. She arrived yesterday.—Mooring Kowloon Wharf No. 1. About 350 tons of cargo and 968 packages were delivered by the Chinese vessel NAMWO, from Hoihow.—Mooring C 41.

EXCHANGE.

T/T	4/6
Demand	4/6 3/16
30 d/s	4/6 1/16
60 d/s	4/6 7/16
4 m/s	4/6 9/16
T/T Shanghai	Nom.
T/T Singapore	19 1/2
T/T Japan	157
T/T India	235 1/2
Demand, India	235 1/2
T/T San Francisco	94 1/2
(New York)	94 1/2
T/T Java	241 1/2
T/T Marks	Nom.
T/T France	8 1/2
Demand, Paris	8 1/2

BUYING.

4 m/s. L/C	4/7 1/2
4 m/s. D/P	4/7 1/4
6 m/s. L/C	4/7 3/8
30 d/s. Sydney and Melbourne	4/8
30 d/s. San Francisco and New York	96
4 m/s. Marks	Nom.
4 m/s. France	8.36
6 m/s. France	8.44
Demand, Germany	94 1/2
Demand, New York	225 1/2
T/T Bombay	225 1/2
Demand, Calcutta	196
Demand, Manila	196
Demand, Singapore	191 1/2
On Haiphong	Nom.
On Saigon	Nom.
On Bangkok	Nom.
Sovereign	4.40 Nom.
Gold leaf per Tael	32
Bar Silver, per oz	65 3/8
forward	64 3/16

SUBSIDIARY COINS.

DISCOUNT PER \$100:	
H'kong 50 cts piece	1 1/2 dis.
" 10 " \$1 per mille dis	"
" 5 " \$19 " pm.	"
C. coins	1 1/4 pm.

POST OFFICE.

CHRISTMAS AND NEW YEAR PARCEL MAIL.

The Public are informed that the Christmas and New Year Parcel Mail to the United Kingdom will be closed in this office at 5 p.m. on the 31st October. This Mail is due in London on the 17th December. The above date of departure is liable to alteration.

Telegraphic communication with Waglan Lighthouse is interrupted.

The Money Order Service with the Philippine Islands has been temporarily suspended.

Registered and Parcel Mails close 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

Straits—Per TAMA MARU, 29th Oct.
Shanghai—Per TEAN, 29th Oct.
U.S.A., Japan and Shanghai—Per NANKING, 30th Oct.
Shanghai—Per SHANTUNG, 31st Oct.
Shanghai—Per KHIVA, 31st Oct.
Straits—Per KOTSU MARU, 1st Nov.
Japan & Shanghai—Per KAGA MARU, 1st Nov.
Straits—Per KAWACHI MARU, 1st Nov.
Japan—Per TENSIN MARU, 2nd Nov.
Japan—Per KANAGAWA M., 2nd Nov.
Europe (via Negapatam)—Per BENCLUECH, 2nd Nov.
Japan—Per INDUS MARU, 4th Nov.

OUTWARD MAILS.

TO-MORROW.
Macao—Per SUI TAI, 30th Oct., 8.30 a.m.
Hoihow Pakhoi & Haiphong—Per KAIFONG, 30th Oct., 9 a.m.
Shanghai and North China—Per SINKIANG, 30th Oct., 9 a.m.
Swatow & Straits—Per LIANG CHOW, 30th Oct., 10 a.m.
Weihow, Chefoo & Tientsin—Per CHIPSHING, 30th Oct., 10 a.m.
Japan via Kobe—Per CARMAR-THENSURE, 30th Oct., 10 a.m.

Shanghai, N. China & Japan via Nagasaki, Canada, United States C. & S. America, and EUROPE VIA VANCOUVER B.C.—Per EMPRESS OF RUSSIA, 30th Oct., Reg. 9.45 a.m. Letters 10.30 a.m.
Shanghai North China Canada, United States Central and South America and EUROPE VIA SAN FRANCISCO—Per WEST SEQUANA 30th Oct., Reg. 3.15 p.m. Letters 4 p.m.
Japan via Moji—Per URUSAN MARU, 30th Oct., 4 p.m.
Macao—Per CHUN CHOW, 30th Oct., 4.30 p.m.
Haiphong—Per MO HON, 30th Oct., 5 p.m.

FRIDAY, 31ST OCTOBER.
Macao—Per SUI AN, 31st Oct., 8.30 a.m.
Swatow, Amoy & Foochow—Per HAITAN, 31st Oct., noon.
Philippine Islands—Per LOONG-SANG, 31st Oct., 2 p.m.
Macao—Per CHUN CHOW, 31st Oct., 4.30 p.m.

SATURDAY, 1ST NOVEMBER.
Shanghai, North China, Japan via Nagasaki, Canada, United States, Central and South America and EUROPE VIA VICTORIA B.C.—Per SUWA MARU, 1st Nov., Reg. 8.45 a.m. Letters 9.30 a.m.
Macao—Per SUI TAI, 1st Nov., 1.30 p.m.
Macao—Per CHUN CHOW, 1st Nov., 4.30 p.m.

SUNDAY, 2ND NOVEMBER.
Macao—Per SUI AN, 2nd Nov., 8.30 a.m.
Straits, Bangkok, Ceylon, Mauritius, South Africa India via Dhanushkodi, Egypt & EUROPE VIA MARSEILLES—Per KAGA MARU, 2nd Nov. 9 a.m.

MOVEMENTS OF STEAMERS.

The American & Manchurian Line's CITY OF NEWCASTLE is due to arrive here about 10th November.

The N.Y.K. s.s. SADO MARU (European Line) left London for this port via the Suez Canal on the 4th Oct., and is expected here on the 12th Nov.

The N.Y.K. s.s. KOSOKU M. (Bombay Line) left Bombay for this port direct on the 17th Oct., and is expected here on the 7th November.

The Admiral L.s.s. ICONIUM is due to arrive at Hongkong on November 1st, from Seattle via usual Japan ports and Shanghai.

The N.Y.K. s.s. TAMA M. (Calcutta Line) left Singapore for this port on the 21st Oct., and is expected here on the 29th Oct.

The s.s. ECUADOR sailed from Yokohama for Honolulu on the 17th inst.

The N.K.K. s.s. KITANO M. (European Line) left London for this port via the Suez Canal on the 18th Oct., and is expected here on the 24th Nov.

The s.s. CHINA sailed from San Francisco, on October 18th.

The s.s. NANKING sailed from Yokohama on October 23rd, and she may be expected to arrive at this port on October 31st.

The s.s. COLOMBIA sailed from Shanghai for Manila and Hongkong, on Thursday October 23rd, and may be expected here on Monday November 3rd.

The N.Y.K. s.s. KAGA M. (European Line) left Kobe for this port via Moji and Shanghai on the 23rd Oct., and is expected here on the 1st Nov.

The N.Y.K. s.s. KOTSU M. (Calcutta Line) left Singapore for this port on the 23rd Oct., and is expected here on the 1st Nov.

The s.s. METHVEN left Vancouver for Hongkong via Japan ports, & Shanghai on the 19th Oct., and is due here on or about the 24th Nov.

The R.M.S. MONTEAGLE arrived at Yokohama on 26th Oct. and is due at Vladivostok on 29th Oct.

The N.Y.K. s.s. KAWACHI M. (European Line) left Singapore for this port on the 26th Oct., and is expected here on the 1st Nov.

The N.Y.K. s.s. KANAGAWA MARU (Calcutta Line) left Kobe for this port via Moji on the 25th Oct., and is expected here on the 2nd Nov.

The N.Y.K. s.s. TENSIN M. (Bombay Line) left Moji for this port on the 28th Oct., and is expected here on the 2nd Nov.

The R.M.S. EMPRESS OF ASIA from Hongkong, on the 2nd October, arrived at Vancouver on the 20th October.

The P. & O. s.s. KHIVA left Shanghai for this Port on the 28th instant, with the homeward English Mails, and is due here on the 31st instant at about 7 a.m.

The Ben Line s.s. BENCLUECH from London and Middlesbro, left Singapore for this port on 27th instant and may be expected to arrive here on or about 2nd November.

The Admiral Line s.s. WEST HARTLAND (from Portland) sailed from Shanghai on the 28th inst. and will arrive at Hongkong on the afternoon of the 31st.

TIDE TABLE.

20th to 27th October, 1919.

Day	Time	High Water	Low Water
Mon. 27	10.15	10.15	10.15
Tues. 28	10.15	10.15	10.15
Wed. 29	10.15	10.15	10.15
Thurs. 30	10.15	10.15	10.15
Fri. 31	10.15	10.15	10.15
Sat. 1	10.15	10.15	10.15
Sun. 2	10.15	10.15	10.15

m morning a afternoon.

NEW ADVERTISEMENTS.

THEATRE ROYAL

SATURDAY Nov. 1st, 1919.

MINISTERING CHILDREN'S LEAGUE BENEFIT.

Under the distinguished patronage of

H. E. Sir R. E. STUBBS K.C.M.G.
H. E. Major-General F. VENTERS G.O.C.
Sir WILLIAM REES-DAVIES, Chief Justice, Kt.
Commodore V. G. GUYER R.N.
The Hon. Mr. STUBBS, C.M.G.

"CHIN CHIN HONGKONG"

will be staged by the

"PRIZE PACKETS"

kindly assisted by

HONGKONG'S LEADING AMATEURS.

Booking at MOUTRIE'S.

CONSIGNEES.

PACIFIC MAIL S.S. CO., LTD

NOTICE TO CONSIGNEES

S. S. "WEST SEQUANA"
From SAN FRANCISCO.
JAPAN PORTS, SHANGHAI & MANILA.

The above mentioned vessel having arrived from the above mentioned Ports, consignees of cargo are hereby informed that their cargo will be landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf & Godowns Co. Ltd., and stored at consignees' risk.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before bills of lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on November 3rd at 10 a.m. and November 4th at 10 a.m.

All claims must be presented within a month of the steamer's arrival here, after which they cannot be recognized.

No claims will be admitted after the goods have left the Godowns and all goods remaining undelivered after November 4th will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL S.S. CO.,
As Operators, U. S. Shipping Board.
Hongkong, 28th October, 1919.

NOTICE.

NOTICE OF REMOVAL.

On Wednesday 29th inst. we are removing to our new premises No. 25, Des Voeux Road Central. Removal will be completed by 1st November next.

New Stocks of Machinery, Office Equipment & Appliances will be exhibited in our main showroom on the ground floor, and with more extensive premises we shall aim to give our customers increasingly efficient service.

ALEX. ROSS & CO.

CONSIGNEES.

NOTICE TO CONSIGNEES.

From CALCUTTA, PENANG and SINGAPORE.

THE Steamship "NAMSANG."

having arrived from the above Ports Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 4th November, 1919, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by—

JARDINE, MATHESON & CO., LTD.
General Managers.
Hongkong, 29th October, 1919.

HONGKONG HOTEL.

TEA DANCING.

A Tea Dance will be held on Thursday, the 30th October, from 4.30 to 7 p.m.

By kind permission of Mr. Edgar Warwick, Miss Vera Pain and Mr. Steve Lawrie will give an exhibition of Fancy Dancing, including the "Jazz Dance."

Entrance to Dance Room, including Tea, \$2. Per head.

J. H. TAGGART, Manager.

WISEMAN LTD.

Tea Dances

ON

Thursday October 30th.

Dance Tickets
50 Cents Each.

WISEMAN LTD.

D. M. GOODALL, Manager.

NOTICE.

A. S. WATSON & CO., LTD.

Notice is hereby given that an Extraordinary General Meeting of A. S. Watson & Co. Limited, will be held at the Hongkong Hotel on the 5th day of November, 1919, at Noon, when the subjoined resolution, which was passed at the Extraordinary General Meeting of the Company held on the 20th day of October, 1919, will be submitted for confirmation as a Special Resolution.

"That the New Articles already approved by this Meeting and for the purpose of identification subscribed by the Chairman thereof be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof."

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 21st October 1919.

G. R.

NOTICE

All persons with the exception of persons of Chinese race, wishing to leave the Colony must have in their possession a VALID PASSPORT. Passengers not in possession of passports will not be allowed to leave the Colony.

All persons with certain exceptions who remain in the Colony for more than 7 days, are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE 1915. Forms of Registration giving the particulars required may be obtained at the G. P. O. and at all Police Stations.

The Penalty for non-compliance is a fine not exceeding \$50.

E. D. C. WOLFE.

C. S. P.

Hongkong, 5th September 1919.

NOTICE.

BY ORDER OF THE OWNERS

PUBLIC AUCTION

THE VERY

VALUABLE BUILDING SITE

Situate at

KOWLOON POINT

TSIMTSATSUI

WITH LARGE FRONTAGE

ON KIMBERLEY ROAD

KOWLOON

RIPE FOR IMMEDIATE

DEVELOPMENT

TO BE SOLD BY

PUBLIC AUCTION

ON

THURSDAY.

The 30th day of October, 1919

at 12 o'clock Noon

by

MR. GEO. P. LAMMERT

at his Auction Rooms in

Duddell Street.

The Property consists of—

All that piece or parcel of ground situate at Kowloon in the Colony of Hongkong and registered in the Land Office as THE REMAINING PORTION OF KOWLOON INLAND LOT NO. 1134.

The Property is situate in a very desirable position ready for immediate building purposes.

Particulars and Conditions of Sale may be obtained from,

MESSRS. DEACON LOOKER

DEACON & HARSTON,

1, Des Voeux Road Central,

Hongkong

The Vendors' Solicitors

Or From

Mr. Geo. P. LAMMERT,

The Auctioneer.

NOTICE.

DIOCESAN BOYS' SCHOOL

HONGKONG.

During the absence on leave of the Rev. W. T. Featherstone, Headmaster of the above School, the Acting Head Master will be the Rev. A. J. S. Stearn, M.A. (Cantab).

The appointment will date from October 30th 1919.

Rev. H. C. MOYLE,

Hon. Secretary.

NOTICE.

HONGKONG JOCKEY CLUB

Members are reminded of the Half Yearly Meeting called for on Saturday the 1st November at 12.30 p.m. at the Offices of the Jockey Club, on the Ground Floor of the Hongkong Club Annex, Chater Road.

By Order,
G. W. GEGG,

Acting Clerk of the Course.

Hongkong, 17th October, 1919.

NOTICE.

HONGKONG GYMKHANA CLUB.

The 5th GYMKHANA MEETING of the Season will be held at Happy Valley on Saturday, the 1st November commencing at 2.45 p.m.

The Charge of Admission will be \$1.00 for others than Members of the Hongkong Jockey Club or Gymkhana Club.

Soldiers and Sailors in uniform Free.

The Committee invite the Ladies of Hongkong to be present.

NOTICE.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE IS HEREBY GIVEN that an Extraordinary General Meeting of the Society will be held at the registered office of the Society, Nos. 3 and 4 Queen's Building, Victoria in the Colony of Hongkong on Friday the seventh day of November 1919 at 12 o'clock Noon, when the subjoined Resolutions will be proposed—

1. That the fusion of the interests of the Union Insurance Society of Canton, Limited, (in this and the following Resolutions referred to as "the Society") and the North China Insurance Company Limited (in this and the following Resolutions referred to as "the Company") be approved of and agreed to on the basis following—

(a) That shares of the Society of the nominal value of £10 each whereof £4 per share shall be credited as paid up be allotted to the shareholders of the Company in exchange for the shares of the Company in the ratio of one and half shares of the Society for each one share of the Company.

(b) That the Society in addition make payment to the shareholders in the Company of the sum of £5. (Five pounds) Sterling in cash for each one share in the Company held by such shareholders exchanging their shares in manner and upon the basis mentioned in clause (a) above.

2. That for the purpose of carrying into effect Resolution No. 1 (a) above, the Society do issue 15,000 Shares of the nominal value of £10 each (whereof the sum of £4 per share is credited as paid up) out of its unissued capital of 104,000 shares.

3. That the 15,000 shares referred to in Resolution No. 2 above as and when issued do rank for dividend and in all respects pari passu with the existing Ordinary shares of the Society and that the balance (if any) of such 15,000 shares be dealt with in such manner as the Board of Directors of the Society shall think most beneficial to the Society.

Dated this Twenty-Fifth day of October 1919.

C. H. P. HAY,

Deputy General Manager.

THEATRE ROYAL.
TO-NIGHT TO-NIGHT TO-NIGHT
EDGAR WARWICK
PRESENTS
THE FOURTH EDITION OF
VANITY FAIR
Special features to-night are—
"PACIFIC MEMORIES." "A SCOTTISH BANQUET."
SEASON POSITIVELY CLOSES ON FRIDAY.
Plans at MCURTREE'S.

EVERY DROP OF
GALLIN MARTEL
Brandy is unequalled as a pleasant whole-some stimulating Tonic. It is aged in wood for years before being bottled.
Obtainable Everywhere.
Sole Agents,
H. RUTTONJEE & SON.
Wine & Spirit Merchants.
16, Queen's Road, Central,
HONGKONG.

Reduced Prices
from October
15th.
Take
ADVANTAGE
of the
EXCHANGE
and re-tire
with
FISK.
Covers.
Size Non-Skid Plain Tubes
28" x 3" \$18.50 \$4.75
30" x 3" 19.00 5.00
30" x 3½" 23.00 \$21.50 5.25
32" x 3½" 26.50 25.00 5.50
31" x 4" 36.00 34.50 6.00
32" x 4" 38.00 36.50 6.50
33" x 4" 39.00 37.50 7.00
34" x 4" 40.00 38.50 7.50
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MOTOR DEPARTMENT.
Garage No 7 Russell St. Phone 659.

HOTEL LISTS.

HONGKONG HOTEL.
Corrected to 24th October, 1919.
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Arathoon Mr. and Mrs. Th.
D. Abraham Miss Knowles
Mr. M. Abraham W. P. de Kock
Mr. & Mrs. E. G. M. D. Kadri
Anderson L. C. Kasta
Miss L. H. de Kat
Berchold Mrs. Van der
Mrs. J. O. Blank Kemp
Mr. M. Berger Mr. and Mrs.
Mr. & Mrs. C. H. R. Kewley
Benson J. T. Kidd
J. Barr A. C. Loftis
J. M. Brady S. H. Lawrence
E. R. Boericks Mme. Leiria
Mrs. E. R. Bellina Mr. and Mrs. Q.
Mr. & Mrs. B. Lauritsen
Bimsey G. Ludin
Mr. and Mrs. S. J. Michell
J. Claye A. Magsaysay
Mrs. C. Christian- G. H. Mulder
sen Mrs. F. B. Mc-
M. M. P. Corpus M. Mercado
Miss G. M. Cobb J. A. Moir
W. P. Crossland Mr. and Mrs. A.
W. P. Coonce Mulder and 4
Mr. and Mrs. J. children
H. Coote Mrs. J. D. Mulder
F. W. Cox Mr. and Mrs. J.
N. Croucher Martin
W. F. Denby Dr. O. Marriott
Herbert Dent H. E. Maslin
W. A. Davis Dr. G. W. McKean
O. Dykes E. A. Nelson
Miss E. Dawn W. P. Neeson
Mrs. J. A. Doane Mr. and Mrs. R.
Mr. and Mrs. H. S. Perkins
Miss E. Eustace S. S. Perry
M. Eisenring Mr. and Mrs. L.
W. R. Flatow R. Richardson
C. W. Falk E. H. Ray
H. E. Easton H. Stephens
J. L. R. Fry Lt. W. B. Fraser
Lt. W. B. Fraser J. M. Springer
J. Furer Mr. and Mrs. H.
B. G. Guy T. Stapleton
E. Gregory I. Skootsky
Miss E. Gregory Mrs. F. E. Skin-
D. S. Gray ner
Master L. Godino M. A. Stone
Master S. Godino Mrs. G. Sher-
J. R. R. Gardiner wood & maid
Mrs. K. E. Hum- W. Swann
bert V. Steenby
S. Hancock Mr. and Mrs.
F. J. Houwert Tomlinson
Mr. and Mrs. M. Mr. and Mrs. W.
J. Horbichlet Tusk
Mr. and Mrs. A. F. Teipe, Jr.
C. Henshaw F. G. Trobridge
R. B. Howell Mrs. C. B. Towill
H. M. Hooker Mr. & Mrs. C. E.
L. Hensveldop Templeton
A. R. Harris Mrs. N. C. Wolf
W. F. Harris Mr. and Mrs.
Mr. and Mrs. L. J. Welen
Hockey Mrs. J. Welen
Mrs. McConnel H. de Waal
Hussey S. T. Williamson
Capt. T. P. Hall F. W. Withington
G. Harper Mr. & Mrs. J. H.
A. Shelton Hooper Williams
W. Ingold T. R. Yancoo
Capt. & Mrs. R. Mr. and Mrs. G.
Innes Zalsman
Mr. and Mrs. A. Mr. and Mrs. W.
M. Jacobs

KING EDWARD HOTEL.

Corrected to 24th October, 1919.
Mrs. R. Almond W. Jack
J. Burggraaf F. A. M. Kragh
H. C. Braidwood W. A. Knight
L. Bonneloy Capt. K. Larsson
R. H. Beavan A. Millar
Mr. and Mrs. Mrs. E. B. Martin
W. Budge J. H. N. Mody
F. G. Becke M. Manuk
Capt. C. L. Clif- Miss M. Manuk
ford Miss M. Manuk
G. P. Curry Molino
E. G. Coomes Mrs. J. F. Nicoll
Choi Shing & son E. W. Olesen
T. Dallin Mrs. S. Pike
I. D. Danby Mrs. L. M. Peace
J. S. Enright Mrs. W. C. Pass-
W. A. Eustace more
Miss Farrell Mrs. A. Robert
E. Nam Hee and son
Family Mr. & Mrs. C. E.
A. L. Fry Richardson
P. T. Farrell F. M. Sowers
Mr. and Mrs. T. W. J. Shenton
M. Gregory R. Slessor
Capt. G. L. Hol- Mr. & Mrs. Soes-
mes man
Mr. and Mrs. Miss Soesman
W. B. Hind Dr. L. O. Spillane
Master C. Ham- Dr. A. B. Souza
mes Mr. and Mrs.
Mr. & Mrs. C. J. Stewart and
Hammes family
Miss F. Hammes F. Taylor
A. Harrison P. C. Todd
R. James Mr. and Mrs. W.
Mrs. J. John- Underwood
stone G. E. Wetton

PAK HOTEL.

Corrected to 27th October, 1919.

Capt. Archer Mr. and Mrs. E.
F. R. J. Adams B. C. Hornell
Mr. and Mrs. J. E. Hargreaves
W. L. L. Barker Mr. and Mrs.
Capt. and Mrs. F. G. Herose
Brett Mr. and Mrs.
D. H. Blake L. Holmes
C. M. Brown D. Hall
Miss E. Boyd Major D. L.
C. B. Bird Harding
H. P. Beckett H. du F. Hutchi-
son
Mr. and Mrs. D. R. W. Lee Jones
K. Blair Sir Ellis Kado-
Major F. J. orie
Bowen Mr. and Mrs.
H. & Mrs. O. T. S. Laurie
Breakpear Miss H. Lawn
Mrs. C. Bull Rev. R. A. A. Laing
Rev. R. A. J. D. Lloyd
Bundell, C. P. Mr. and Mrs.
W. A. Butterfield McHutchison
A. Button J. Finlay Miller
Miss S. Cook Mr. and Mrs. W.
Lt.-Col. Crisp J. Milne
Mrs. Charlton Capt. Monteith
Mrs. Cheshire P. S. Newcombe
A. A. Claxton A. Ogilvie
P. H. Cobb E. B. Potter
Lt.-Col. E. G. Miss Paine
Coles Miss Pittman
R. C. Comrie E. H. Parsons
Mrs. Cormack Lt. Col. and Mrs.
Engr. Comdr. and Mrs. Thursby Pel-
Mrs. Dathan ham
Miss Desham Miss Phillips
R. C. Dixon T. L. Perkins
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Mr. & Mrs. John I. Grant Smith
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Mrs. Eaton Scantlebury
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Eager Major Leslie
A. Fothergill P. Smith
Mrs. C. P. Mr. and Miss
Fletcher Stubbings
Mrs. Pearson Mr. and Mrs.
Rev. & Mrs. W. T. Teben
T. Feather C. Titchener
stone Mrs. Taylor
J. Fletcher Maj. Gen. F.
G. Grevstone Ventris
Mrs. Gilhooly Major and Mrs.
Miss Gilhooly Wakeman
A. D. Galloway L. M. Whyte
Mr. and Mrs. J. P. D. Wilson
M. M. Hut Rev. G. T. Wal-
cheson degrove

CARLTON HOTEL.

Corrected to 27th October 1919.

J. Brandon Rev. and Mrs.
Ch. Van Byll J. Kim
S. M. Barling J. Kerhorm
J. Bommel Rev. and Mrs.
Bier J. Kelley
C. Bell D. Y. Lee
A. T. Combe Miss U. Mont-
G. Cressman gomery
Mrs. F. E. B. Muskett
Cameron Mrs. Moran
Mr. and Mrs. Miss McKimmey
Crocker L. Milenbach
Masters Crocker Mr. and Mrs.
A. Dungmore Morrison
Miss V. Deans B. Muskett
C. Davidson Miss K. Munson
Mrs. O. M. Ed- Miss L. Pool
wards Wm. Pristan
J. B. Emmert W. Ruben
W. A. Hardie A. Rankema
T. Hunter J. Rielly
Mr. and Mrs. W. Rueben
Hartzell A. Rebel
Miss L. Huffman Miss Strong
E. J. Hanlon E. J. Souler
Robt. Hannum Mr. and Mrs.
Dr. and Mrs. Stotler
Holleman Misses Stotler
Capt. Hulmer J. Salmon
Capt. Harvey Miss I. Shaver
O. Jackson R. Vink
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Jones A. Veau
J. H. Kelley D. Wilson
J. Kerhorm Dr. Jas. Young
Mr. & Mrs. James C. Yonher

STATION HOTEL.

Corrected to 18th October, 1919.

Miss E. Best H. J. Hennessey
G. Boissevain C. J. Higgins
Mrs. J. Stewart botham
Brown Mrs. F. E. Hamil-
J. D. Carriere ton
W. O. Cockram J. P. Haverkamp
Mrs. J. R. Capell Mr. and Mrs. G.
and children Ireland
A. Coghill Mrs. F. Karl
W. J. Edwards J. Luzac
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MILES PER HOUR
ON
'SHELL'
The New British Record created by Captain
Gathergood in the recent Aerial Derby.
THE ASIATIC PETROLEUM CO., (South China) LTD.

FELT HATS
You Will Need These Soon.
Make Your Choice Now.
THE SINCERE COMPANY LIMITED.

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Cousingham Cous. Q. L. Capt. T. W.
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E. C. S. S. Mrs. G. A.
Drillate Mr. & Mrs. S. S. Mrs. E. F.
G. W.
Furrchmidt H. C. Stevenson D. V.
E. H. G. H. Thomson Mr. & Mrs.
F. H. G. H. F. S. S.
F. H. G. H. F. S. S.
F. H. G. H. F. S. S.
F. H. G. H. F. S. S.

BREVITIES.

From 10 to 60 times as much
opium is used in the United States
as is used in Austria, Portugal,
Italy, Germany, France or
Holland.

Hawaiian coffee has reached
the record high price of 30 years
ago, and abandoned plantations
are again being worked.

Australian coal is sold in the
Philippines cheaper than the
Japanese fuel, breaking up the
Jap monopoly.

Thirty thousand English girls
have married Canadian soldiers
and will live in Canada.

Amsterdam, Holland, has just
elected five women to member-
ship in the municipal council.

Hansom cabs are appearing
again in New York and are prov-
ing popular for pleasure driving.

Paper pulp from bamboo is to
be produced on a commercial
scale in India.

The U. S. Bureau of Mines is
reported to have save 5,000 lives,
through its rescue and mine safe-

LA FAVORITE
LATEST PARISIEN CREATIONS
EVENING DRESSES, AFTERNOON
GOWNS, SMART COSTUMES &
SPORTING APPAREL.
LA FAVORITE
9 Beaconsfield Arcade.

WING ON CO., LTD.
HONGKONG.
MOST UP-TO-DATE AND CHEAPEST HOUSE
IN HONGKONG.
PROMPT ATTENTION GIVEN TO ORDERS.
UNIVERSAL PROVIDERS.

ty work, since it was founded in
1910.
The watch of Robespierre, the
French revolutionist, was of sil-
ver, the shape and size of a pear,
the face in the lower half, the top
decorated with pear leaves in
silver.
U. S. experts have so devised
beehives that care of the young
bees devolves on fewer "nurses"
and more bees are released to
make honey.

A houseboat village is a suburb
of Portland, Ore. Its hundreds of
homes are built on pontoons in
the Willamette river, moored to
piles. Even telephones and gas
ranges are installed.
A plea of women delegates at
the third annual convention of
the National Federation of
Federal Employees at San Fran-
cisco, September 8, is that women
employed by the government be
paid the same wage as men.

FRECKLES AND HIS FRIENDS
It Makes a Difference To Alek!
BY BLOSSER
HONEST ALEK—I
WEIGH—oh, I BET
FIVE POUNDS MORE
THAN YOU DO!
I BETCHA YA
DONT-YENOW
HOW MUCH I WEIGH?
SIXTY-THREE POUNDS,
YENOR?
WE'LL JES SEE
IF YOU WEIGH SIXTY-
EIGHT POUNDS—YA
CANT STRING ME
NO STEEE!
ALL RIGHT—ALL
RIGHT—YOU JUST
SEE WHEN I GET
ON TH SCALES.
SEE THERE!
NOW WHAT YA
GOT T SAY—?
SIXTY-EIGHT
ANYT IT?
AH—YEE
CHERIN—
YOU'VE GOT
YOUR HANDS IN
YOUR POCKETS
!!

THE MERCURY GARAGE CO.
WISH TO SERVE YOU.
BEST CARS. PROMPT SERVICE.
MODERATE PRICES.
RING UP THE FAMILIAR
977.



THIR PAGE



EVENING WRAPS OF VELVET AND FUR.



At the left is a delectable coat suited to either day or evening wear and fashioned of silver gray chiffon velvet heavily trimmed with opossum.

Next is a rich model of black velvet very elaborately combined with Japanese metal cloth in a mingling of tarnished silver and gold and chinchilla. The coat itself is draped to one side in front, while the back falls straight, the whole mounted on a deep yoke of the metal cloth that, square in front and continued into a deep point in back, rolls over at the top into a luxurious collar weighted with a deep band of chinchilla.

Its sleeves, too, are novel. They start, in to be typically Japanese, but narrow toward the wrists into bell shapes. Finally, there is a really unique feature. A long train, nearly a yard broad, falls from between the coat and its lining and is banded nearly a quarter-yard deep with chinchilla.

At the extreme right is a novel wrap of Kerami cloth, cut in cape design and very richly bordered with dyed fox fur.

Designs of the Moment.

To those with imagination, there is a particular attraction about the high grey stone walls found in the heart of Paris, glimpses of trees above them, and great impressive gates set in them, leading to some green paradise of a garden and a stately home. It is in such settings as these that the fetes which were talked about for more than one season used to be given, when a pre-war city was still in a fete-giving mood; and more than one person felt convinced that the bad times must be really over at last on the night that "L'Oasis," the jardin de danse, in Poret's garden, was opened for invited guests with a festival of light and colour.

At one end of the garden was a platform for dancing, with an orchestra—not a jazz band—for the charm of the place is far too old-world for anything so blatantly modern.

Up and down the steps leading to the platform flitted the dancers, the women in the wide-flounced skirts which have suddenly become the rage. One of the prettiest frocks had a foundation of black velvet with two immense flounces of black Chantilly, so full that they stood out all round as if they had been wired. The bodice was a one-sided affair slashed down on one side to show a swathed corsage of silver tissue, and there was a great choux of the same fabric on the right hip. Miss d'Hinnisdal was dancing in a red tulle gown with a swathed corsage of silver and a skirt with a double

On one arm, she had a silver band with strands of red ostrich above and below it, and her head was wrapped in a red and silver head-dress.

Madame Poret looked like a figure from the Russian ballet, in a creation of her husband's, which he calls "Dollar Princess," and which is of an unevenly woven silver tissue and has the hips extended with ermine and their width accentuated with two large plaques of silver fox. The corsage is very low in the back but the shoulders are covered with a swinging cape of the tissue. On her head, she wore her new coiffure which consists of silver cloth wrapped tightly over the hair and arranged in a twisted knot in the back, giving exactly the effect of silver hair dressed low. Immense earrings, one large emerald ring, and the heelless slippers of a ballet dancer completed the costume.

THE MODE OF THE MOMENT.

Side by side with the wide flounces were straight and narrow frocks, some hung with fringe of beads, some of rich brocades, which certain women prefer to furbelows. The most typical feature of the mode, at the present time, is its catholicity; when on the same evening, one woman may wear the hoops of a Velasquez portrait, and another may wear velvet swathed so tightly around the body that she can hardly put one foot before the other, and when both are gowned unmistakably in the fashion, how can any one

silhouette be said to be the mode? Individualism is the cry of the age, and individualism in dress results, among other things, in the fact that there can be no distinctively new silhouette nowadays, making real novelty of design almost an impossibility. We may revive the modes of Egypt, of Byzantium, of Greece, of Rome, or of the Middle Ages, but they have all been done before, almost within the memory of the most recent debutante, and they

HAT OF CLOTH.



Some of the smartest little hats that mark the turn of the year into autumn are constructed of horse-hair cloth, dyed in mauve, copper, jade and blues. The threads of varying hues are interwoven, and the result is twisted into bands about a striking little turban to companion.

will hardly cause comment in their latest adaptation. The time is gone, probably forever, when one silhouette could be imposed on all of the women all of the time. We look about the well-dressed world and we see frocks inspired by all countries and all ages, worn in one bewildering jumble of all the feminine fashions since the modern world began.

"The only thing of which I see no indication," said one woman recently, "is the bustle."

And no sooner had she said it, than along came a Lanvin manikin wearing a taffeta frock with a double puff of silk shirred in the back over a ribbon of red beads—an unmistakable bustle. It remains to be seen, of course, whether women will adopt and popularize it, but here it is. Another Lanvin model is an autumn cape suit of navy blue taffeta with the schoolboy collar and ribbon ties which capes are now beginning to have.

ALWAYS—CAPES.

There is every indication that capes will maintain their tremendous vogue, and if skirts go wide for morning wear, as they have for afternoon and evening, the cape will continue to be the most popular wrap in Paris, since it so well accommodates the skirts beneath. Everything from the millinery to the furs points to the general adoption of wide skirts. Both modistes and furriers are designing special models to go with pannier gowns, and the only remaining question is whether our suits and one-piece dresses will retain their narrowness or follow the lead of more frivolous garments in following

WOMAN AND SPORT.

A NEW IDEAL OF WOMAN'S BEAUTY.

There are certain situations in life which are not conducive to woman's beauty if we regard beauty of face as her chief physical charm. If you watch young women playing golf, hockey, tennis, and other games, while there is no question as to the benefit of exercise to the general health you could not help noting that the effect on the face is often disastrous.

One sees many photographs in the newspapers of these unfavourable situations, girls bathing with their mouths wide open, and all the muscles of the face drawn into an ugly state, girls training for some competition, the face muscles being similarly drawn taut as a consequence of the earnestness with which they regard the exercise. The new form of dancing gives another blow to beauty, or at least to the beauty to which we have become accustomed, and war work has had a very general result of that kind.

Perhaps we shall get a new ideal of woman's beauty as the sex approximates more closely to the other in facial expression owing to taking part in the same strenuous work and sport, but during the transition period women are bound to lose a portion of their attractiveness to men who retain the old ideal.

Is it possible to do men's work and indulge in men's sport without developing mannish expression of face? Not altogether, but the fault with women is that they put too much soul and abandon into sport.

This is all to the good for health and for the production of strong muscles and sound nerves. Exercise not only accomplishes these things, but also it improves the digestion, aerates the blood, and so makes the blood purer. The sense of well-being and joy of life are increased, so that even with some loss of beauty, exercise has ample compensations.

Nevertheless, it might be well if women took their sport more quietly. A man plays tennis or cricket with very little facial disturbance—certainly with much less than that of the average woman. There is no essential reason, therefore, for the undue distortion of the features one sees in sportswomen, and as, when repeated frequently, it leaves permanent traces, women would be well advised to avoid it as much as possible.

JOTTINGS.

The autumn sports suits are of rough homespun stitched with many rows of coarse, coloured silk.

Smart frocks are more and more seen to be trimmed with ostrich banding and with ribbon.

Dolmans of fur are of the richest and most elaborate character, despite the report that the dolman type of wrap in cloth is passe.

One of the loveliest of autumn blouse styles from the colour standpoint is the effective combination of navy blue and lavender.

Many autumn advance suit models are a combination of plaid skirt and plain fabric coat.

Square-neck finishes and choker collars vie with the established necklines for popularity in blouses and waists rather than in dresses.

Paris is wearing a new silk mousseline fabric, coloured and printed in marvellous imitation of leopard skin and combined with yellow Chinese silk crepe.

Paris still clings to the fur manteau and cape. The capes are velvet-lined to prevent slipping from the shoulders. Gray squirrel is as fashionable as ever, very smart when made into a manteau or scarf and lined with black satin.

THE GRECIAN COIFFURE.



The type of face which is best adapted to a simple Grecian coiffure designed for a well-shaped head and classic profile.

First of a series of articles on Hairdressing, which will appear weekly, on this page.

For the well-shaped head, the high brow, and the classic profile, a simple Grecian hairdress is the best. Let the hair fall in natural waves, and make it into a simple knot at the back. Do not pile it high, or pull it out about the ears.

The object should be to let it follow the outline of the head—to reveal the shape of the head, and frame the face naturally.

The woman with a beautifully shaped head has little trouble

with her hairdressing. All she needs to remember is to allow it to follow naturally the outline of the head and to dress it simply.

A whole book might be written on the arrangement of the hair, and the subject but half covered even then. To do the hair in the fashion most becoming to the face, is an art that every woman should study until she has mastered every detail of it. There was never a time when the styles of hairdressing were so elastic as now. Any style is correct, so long as it fits your particular type.

AN IRISH BEAUTY.

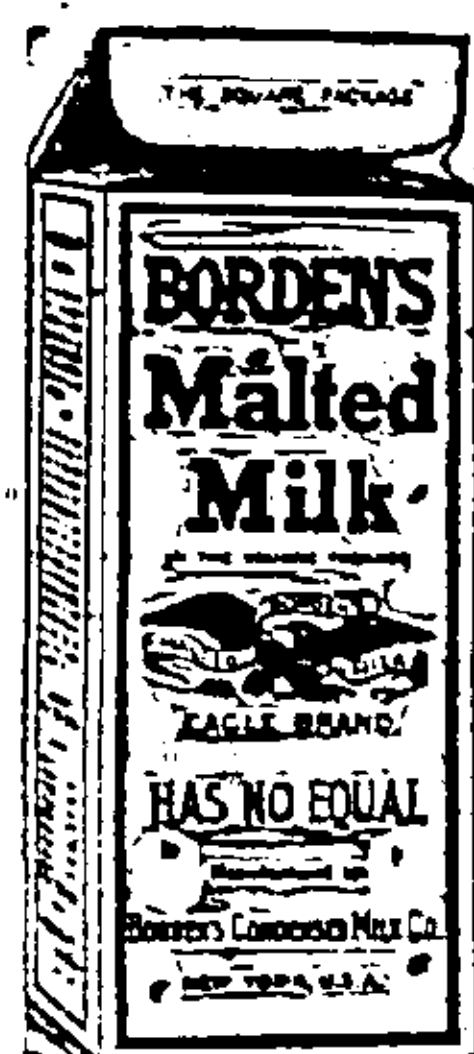


A new photograph of Lady Curzon, formerly Mrs. Alfred Duguid, who is considered one of the most beautiful women in Ireland or England.

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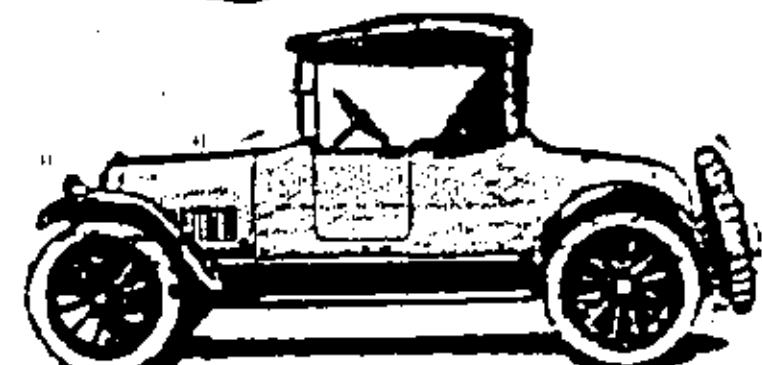
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100 a.m. to 1.30 p.m.	Every 15 min.
1.30 p.m. to 5.30 p.m.	15 min.
5.30 p.m. to 8.30 p.m.	15 min.
8.30 p.m. to 11.30 p.m.	15 min.
11.30 p.m. to 1.30 a.m.	15 min.
1.30 a.m. to 5.30 a.m.	15 min.
5.30 a.m. to 8.30 a.m.	15 min.
8.30 a.m. to 11.30 a.m.	15 min.
11.30 a.m. to 1.30 p.m.	15 min.

NIGHT CARS.

8.30 p.m. to 1.30 a.m. 9.30 p.m. to 1.30 a.m.
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8.30 p.m. to 11.30 p.m.	15 min.
11.30 p.m. to 1.30 a.m.	15 min.
1.30 a.m. to 5.30 a.m.	15 min.
5.30 a.m. to 8.30 a.m.	15 min.
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11.30 a.m. to 1.30 p.m.	15 min.

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WEDDINGS AND BURIALS.

DIFFICULTIES IN PARIS.

In about two-thirds of the 78
municipal districts forming the
suburbs of Paris the strike of
municipal workers has become
complete.

Communes whose mayors show
a disposition to meet the
employees' grievances have
escaped with very little incon-
venience, while in others streets
remain unswept and unwatered;
very few marriage ceremonies
can be performed; and relatives
of the dead have conveyed coffins
to cemeteries and lowered them
into the graves.

At Boulogne-sur-Seine the de-
puty mayor mobilised municipal
councillors to assist him in mar-
riage ceremonies, and succeeded
in joining three couples in the
forenoon.

But seven other weddings,
which should have been celebra-
ted in the afternoon, had to be
postponed greatly to the disas-
tration not only of the candidates
for matrimony but of the guests,
many of whom had come a long
way to attend, and found them-
selves confronted with prospects
of loss of time, hotel bills, and
other disagreeable contingencies.

At Alfortville the careful
mayor, foreseeing what was like-
ly to happen, sent notice to four
couples who were to have been
married yesterday that they had
better attend on Monday after-
noon, unless they wanted to run
a risk of postponement. They
took the hint and rushed the pre-
parations, and were successfully
united one day ahead of time.

The problem of the funeral is
not so serious as it might have
been, since hearses, horses,
&c., are provided by a
central organisation, local mun-
icipalities only supplying men to
carry the coffins to the graves
and make the actual interment.
This work is being done in some
cases by relatives, in other by
soldiers requisitioned for the
purpose.

BANKS.

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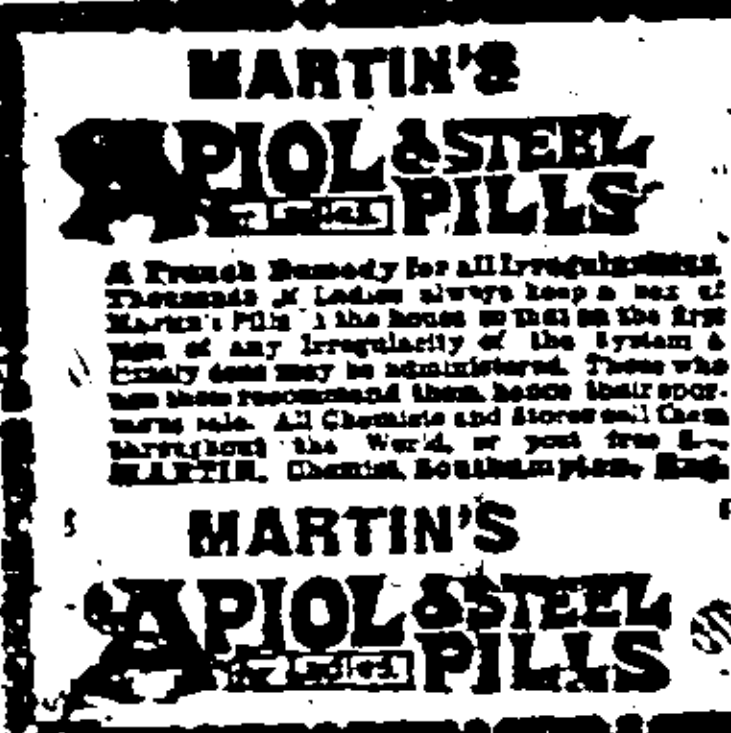
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Paid-up Capital \$13,978,800.00
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For 90 months at the rate of
5% per annum.

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5% per annum.

For 102 months at the rate of
5% per annum.

For 108 months at the rate of
5% per annum.

For 114 months at the rate of
5% per annum.

For 120 months at the rate of
5% per annum.

For 126 months at the rate of
5% per annum.

For 132 months at the rate of
5% per annum.

For 138 months at the rate of
5% per annum.

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5% per annum.

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5% per annum.

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5% per annum.

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5% per annum.

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..... \$21,000,000

..... \$36,000,000

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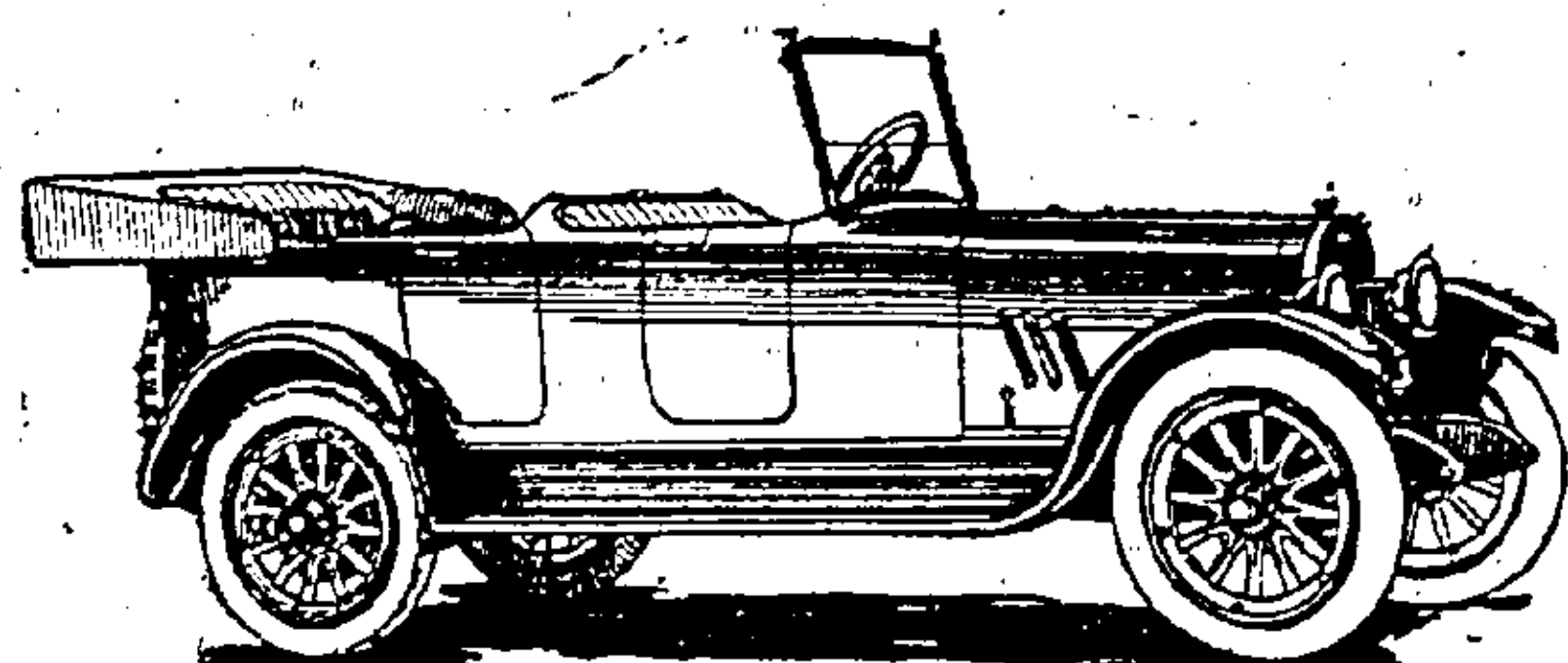
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Capt. Wong Tai Sang
Heuveldop L Whitlock W H
Howett J Capt. G

METEOROLOGICAL.

Previous.
Day On Date On date.
at 8 p.m. at 6 a.m. at 8 p.m.
Barometer 29.99 30.03 19.98
Temperature 77 74 76
Humidity 69 76 57
Wind Direction S. E. E. E.
Force 3 4 5
Weather b. b. b.
Rain 0.60 0.60 0.60
Eight open air temperatures on the 28th 77
Lowest " " " 29th 73
H.K. Observatory, Oct. 29, 1919.
T. F. CLAXTON, Director.

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Cantons n.	440
North Chinas b.	200
Unions s.	200
Yangtzes n.	270
Far Easterns b.	133
Fire Insurances.	
China Fires n.	138
H. K. Fires n.	345
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Douglases b.	82
Steamboats s.	24
Indos (Pref.) b.	25
Indos (Def.) b.	205
Shells b.	190/-
Ferries b. 30 s.	33
Refineries.	
Sugars b.	175
Malabons s.	44
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Kailans b.	90/-
Langkats b.	119
Shanghai Loans } sa.	119
Shai Explorations }	
Rauhs n.	210
Tronohs n.	38/9
Ural Caspians b.	50/-
Docks, Wharves, Godowns, &c.	
H.K. Wharves s.	110
K. Docks b. 176 sa.	174 1/2
Shai Docks s.	120
N. Engineerings n.	138
Lands, Hotels & Buildings.	
Centrals n.	109 1/2
H.K. Hotels n.	120
L. Invest. s.	119
H. phreys Est. s.	83 1/2
K. loon Lands n.	46
L. Reclamations n.	175
West Points n.	90
Cotton Mills.	
Ewas b.	124 1/2
Kung Yiks b.	140
Lau Kung Mows b.	1240
Oriental b.	140
Shai Cottons b.	1260
Yangtzepeos b.	1203 1/2
Miscellaneous.	
Cements b.	7
China Borneos b.	13
Do. Light b. old 7 1/2 new 5 1/2	
China Providents s.	8 1/2
Dairy Farms s.	24
Electrics H. K. n.	90 1/2
Electrics Macao n.	34
Hongkong Ropes n.	29 1/2
Hk. Tramways s.	8
Peak Trams, old s.	7
Do. new n.	80 cts.
Steam Laundries b.	3 1/2
Steel Foundries b.	10
Water-boats s.	15
Watsons b.	610
Wm. Powells b.	12
Wisemans b.	27 1/2

Hongkong, Oct. 23, 1919.

WEATHER REPORT.

October 29d. 11h. 30m.—No returns
from Vladivostok, Weihaiwei, Japan,
Formosa or Indo China.

The anticyclone appears to be moving
eastward. Pressure changes since yester-
day are small at all reporting stations.

Fresh monsoon may be expected blowing
from the south-east coast of China and over
the N. China Sea.

Hongkong Rainfall for the 24 hours
ending at 10 a.m. to-day, 0.00 inch.
Total since January 1st, 72.53 inches
against an average of 80.16 inches.

FORECAST FOR THE 24 HOURS
ENDING AT NOON TO-MORROW.

District.	Forecast.
1 Hongkong to Gap Rock.	N.E. winds, strong; fine.
2 Formosa Channel.	The same as No. 1.
3 South coast of China be- tween H.K. and Lamock.	The same as No. 1.
4 South coast of China be- tween H.K. and Hainan.	The same as No. 1.
T. F. CLAXTON, Director. Hongkong Observatory, Oct. 29, 1919.	

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